



AGENDA

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

November 21, 2016

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

- A. Presentation of the Colors by Cub Scout Pack #169 from Olive Mary Stitt School

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Village Board 11/07/2016

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register of 11/15/2016

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

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

IX. OLD BUSINESS

- A. Report of the Committee-of-the-Whole Meeting of November 16, 2016

Final Recommendation of Committee-of-the-Whole to Board of Trustees for the 2016 Property Tax Levy payable in 2017

Trustee Scaletta moved, seconded by Trustee Rosenberg that the

Committee-of-the-Whole recommend to the Village Board to authorize staff to prepare the Village's and the Arlington Heights Memorial Library's 2016 Tax Levy Ordinance reflecting an estimated total Tax Levy of \$47,728,041 or a 1.38% increase over the 2015 extended Tax Levy for the Village and Library portion of the Levy. The motion passed unanimously.

- B. Report of the Committee-of-the-Whole Meeting of November 16, 2016

Final Recommendation of Committee-of-the-Whole to Board of Trustees for the 2017 Budget

Trustee Glasgow moved, seconded by Trustee Farwell that the Committee-of-the-Whole recommend to the Board of Trustees that the Board approve the proposed 2017 Budget as amended through the review process. The motion passed unanimously.

- C. Report of the Committee-of-the-Whole Meeting of November 21, 2016

Consideration of recommending to the Liquor Commissioner the issuance of a Class "A" Liquor License to Via Arenella Ristorante, Inc., dba Via Arenella Ristorante & Pizzeria, located at 1609 W. Campbell.

- D. Marathon Gas Station - 1706 W. Northwest Highway - PC#16-016 Special Use for Auto Service Station

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the opinion of the Village Manager, will be acceptable to all members of the Board of Trustees. The purpose of this Agenda is to save time by taking only one roll call vote instead of separate votes on each item.

Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

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

CONSENT APPROVAL OF BIDS

- A. FY16 Water System Improvements Change Order
- B. Dump Trucks - Public Works

CONSENT LEGAL

- A. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code
(Section 13-610)
- B. An Ordinance Amending Ordinance Number 88-014 Granting a Special Use Permit for Restaurant
(Egg Harbor Cafe, 140 W. Wing Street)
- C. A Resolution Approving the Salary of the Village Manager of the Village of Arlington Heights
(2016-17)
- D. A Resolution Authorizing Execution of the Illinois Public Works Mutual Aid Network Agreement (IPWMAN)
(Statewide network for PW Departments)
- E. A Resolution Approving Certain Property to Participate in the Cook County Class 6b Assessment Incentive Program
(206 W. Campus Drive)

CONSENT REPORT OF THE VILLAGE MANAGER

- A. Settlement of Lora Officer v. Village of Arlington Heights

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. PC#16-021 - Lexington Heritage Townhomes
3216-3240 N. Old Arlington Heights Rd.
Rezoning, Amendment To Comprehensive Plan, Preliminary Plat of Resubdivision, Preliminary PUD, Repeal Ordinance 92-059 & 92-060, Variations

XIII. LEGAL

- A. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code
(Making available a Class "A" liquor license)

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Item: Presentation of the Colors

Department: Village Manager's Office

Presentation of the Colors by Cub Scout Pack #169 from Olive Mary Stitt School

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Village Board 11/07/2016

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
11/7/16 Village Board Minutes	Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

November 7, 2016

8:16 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Scaletta, Glasgow, Farwell, LaBedz, Blackwood, Sidor, Tinaglia.

Trustee Rosenberg was absent.

Also in attendance were: Randy Recklaus, Diana Mikula, Charles Perkins, Scott Shirley, Mark Burkland, Robin Ward and Becky Hume.

IV. APPROVAL OF MINUTES

A. Committee of the Whole 10/10/2016 Approved

Trustee Carol Blackwood moved to approve. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Glasgow, Hayes, LaBedz, Scaletta, Sidor

Abstain: Farwell, Tinaglia

Absent: Rosenberg

B. Committee of the Whole 10/17/2016 Approved

Trustee Joe Farwell moved to approve. Trustee Carol Blackwood Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

C. Village Board 10/17/16 Approved

Trustee Robin LaBedz moved to approve. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

D. Committee of the Whole 10/24/16 Approved

Trustee Joe Farwell moved to approve. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor

Abstain: Tinaglia

Absent: Rosenberg

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 10/30/16 Approved

Trustee Joe Farwell moved to approve the Warrant of 10/30/16 in the amount of \$3,045,798.21. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

VI. RECOGNITIONS AND PRESENTATIONS

A. Presentation of the 2016 Arlington Heights Cultural Arts Award to Linda Daniels McDonald by the Arts Commission

President Hayes recognized the Chicago Cubs World Series victory over the Cleveland Indians.

President Hayes announced the Arts Commission Award being presented.

Toni Higgins-Thrash on behalf of the Arts Commission awarded the Cultural Arts Award to Linda McDonald for her work in dance, her founding of the McDonald Dance Studio, and her numerous contributions to the arts.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Keith Moens said the Village should not opt out of the Cook County Ordinance increasing the minimum wage. Many workers rely on this wage to support their family. There are very few people under 25 who are working at this rate. Raising the minimum wage helps the economy. Unemployment declines in states that raise minimum wage. Today, the economy is in a secular stagnation. A boost in wages would help the community because it would give residents more spending power.

President Hayes said the Board is researching this issue and it is undetermined what the Board's position will be.

IX. OLD BUSINESS

- A. Report of the Committee-of-the-Whole Meeting of Approved October 24, 2016

Downtown Streets - Pedestrian Crossing Study

Trustee Scaletta moved to recommend that the Village Board accept the Downtown Streets Pedestrian Crossing Study. Trustee LaBedz seconded the motion. The motion passed.

Trustee John Scaletta moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- B. Report of the Committee-of-the-Whole Meeting of Approved October 24, 2016

Possible Amendment to Section 13-610d of the Liquor Code

Trustee Farwell moved to delete Section 13-610d from the Village of Arlington Heights Municipal Code. Trustee LaBedz seconded the motion. The motion passed.

Trustee Joe Farwell moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- C. Report of the Committee-of-the-Whole Meeting of Approved October 24, 2016

Possible Expansion of Administrative Adjudication Process

Trustee Glasgow moved to direct staff to prepare the appropriate Code Amendment for the expansion of Administrative Adjudication. Trustee Farwell seconded the motion. The motion passed.

Trustee Thomas Glasgow moved to approve. Trustee Joe Farwell Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- D. Report of the Committee-of-the-Whole Meeting of Approved November 7, 2016

Interview of Max Schraeder for Appointment to the Youth Commission - Term Ending: 4/30/17

President Hayes administered the Oath of Office to Max Schraeder.

Trustee Robin LaBedz moved to approve. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- E. Report of the Committee-of-the-Whole Meeting of Approved November 7, 2016

Consideration of recommending to the Liquor Commissioner the issuance of a Class "AA" Liquor

License to F&F Management, Inc., dba Paragon Theaters, located at 53 S. Evergreen Avenue upon surrender of current liquor license issued to this address.

Trustee Scaletta abstained to avoid the appearance of impropriety.

Trustee Robin LaBedz moved to approve. Trustee Joe Farwell Seconded the Motion.

The Motion: Passed

Abstain: Scaletta

Absent: Rosenberg

- F. Report of the Committee-of-the-Whole Meeting of November 7, 2016 Approved

Continued consideration of recommending to the Liquor Commissioner the issuance of a Class "L" Liquor License to Arlington Ale House Ltd., dba Arlington Ale House, located at 111 W. Campbell Street, Suite 300.

Trustee Glasgow said Mr. McCaskey has taken a leap of faith. He trusts that Mr. McCaskey will remain the good citizen he has presented himself to be and he has been asked to reinvest in this community. The Board has spent several meetings working through several concerns.

John Gilmore said there are a number of different bars in town that close earlier than their stated hours. Big Shots closes around 10:30. Cortland's sometimes closes around 11 p.m. even though its hours are until 1:00 a.m. Some of the main suppliers of food to the Ale House are not open as late as the Ale House is open. The Liquor License is dependent on food service from Mugs Pizza from Central and Wolf which is an incredible stretch. He said he can't believe that this was the intent. He said many homeowners are asked to reinvest in the village when renovating a property, so it is not a big stretch to ask this business owner to pay for the security door.

President Hayes explained that food must be served as long as the Ale House is serving alcohol.

Trustee Farwell said Mugs has a location on Rand Road in Arlington Heights.

Trustee Joe Farwell moved to approve conditioned upon the unilateral determination by the administration of the need for a security door on the second floor. The petitioner shall enter into a cost sharing agreement for the installation and said agreement will be acceptable to the administration. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- G. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code (Making available a Class "L" liquor license) Approved

Trustee Thomas Glasgow moved to take the Liquor License Ordinance under Legal A out of order. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

Trustee Thomas Glasgow moved to approve 16-050. Trustee Joe Farwell Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

- A. HVAC Preventative Maintenance for Small Municipal Buildings Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- B. Dump Trucks - Public Works Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- C. Multimedia Technology/Infrastructure Upgrade (Phase 1) Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- D. Building Asset Reserve Study Approved

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

CONSENT LEGAL

- A. A Resolution Approving Renewal of Industrial Real Estate Tax Incentive for Certain Real Estate in the Village of Arlington Heights, Cook County, Illinois (3933 N. Ventura Drive) Approved

Trustee Thomas Glasgow moved to approve R16-029. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- B. A Resolution Approving an Agreement with the Chamber of Commerce (Small business development initiative) Approved

Trustee Thomas Glasgow moved to approve R16-030/A16-047. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- | | | |
|----|--|----------|
| C. | An Ordinance Amending Chapter 8 of the
Arlington Heights Municipal Code
(Sections 8-525 Gang Loitering and 8-526
Narcotics Related Loitering) | Approved |
|----|--|----------|

Trustee Thomas Glasgow moved to approve 16-051. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

CONSENT REPORT OF THE VILLAGE MANAGER

CONSENT PETITIONS AND COMMUNICATIONS

- | | | |
|----|---------------------------------|----------|
| A. | Bond Waiver - ABC/25 Foundation | Approved |
|----|---------------------------------|----------|

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- | | | |
|----|--|----------|
| A. | Esplanade at Arlington Heights - 2920-3020 W.
Euclid Ave. - DC#16-124
Sign Variation | Approved |
|----|--|----------|

Trustee Jim Tinaglia moved to approve. Trustee Thomas Glasgow Seconded the Motion.
The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

B.	Marathon Gas Station - 1706 W. Northwest Highway - PC#16-016 Special Use for Auto Service Station	Tabled
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Mr. Perkins said this service station never had a Special Use, even though it has been there for a long time. The petitioner is looking to convert a service bay into a convenience mart and upgrade the site. Landscaping will be added and the façade will be improved. A fence will be constructed at the rear of the property to screen the neighborhood. In the future if the alley is vacated, it will be improved as well. One concern was raised as the business wants to be a 24 hour operation. A petition was submitted by residents on Friday voicing objections. The station is adjacent to a residential neighborhood. The Plan Commission did approve of the Special Use.

Steven Chacko said their franchise agreement with BP requires them to be open for 24 hours. If the hours are denied, he would not be able to honor his franchise agreement. Trustee Scaletta asked if they are not open 24 hours, would they lose their agreement. Mr. Chacko said he did not know. Other operations that are open 24 hours in the village do not have residential surrounding them.

Trustee Tinaglia said he was not comfortable with a 24 hour operation next to homes. He said he wanted the petitioner to have their business and to do well but it is hard to imagine 24 hours on this site. He asked for the petitioner to check into if they could modify the hours and come back.

Trustee Sidor asked if only the ownership changed, without the change in use, would they be able to change their hours without coming before the Board. The answer was yes.

President Hayes asked if under the current proposal, there was something planned to lower the intensity of use during sleeping hours in regards to lighting and noise. Maqbool Kahn said there is a lighting plan with the site plan which will go through the Building Department for approval. President Hayes said his concern is that the lower the lighting might be less safe, but lower lighting would be better for the residents. It's a catch 22. He said there was not a lot of favor for 24 hours.

Ms. Ward said it would be best for the petitioners to figure out what they can do within their agreement, or what can be done to change it. Mr. Recklaus said staff would need to receive the update by November 14 if it is to come back November 21.

Trustee Sidor said the village has made variances to allow other corporate rules to override village rules, and he wanted to be mindful of precedent.

Tom DiGiovanni of Race Avenue said this business is directly northeast of his home. Having a 24 hour schedule so close to a single family home neighborhood is not okay. They are entitled to peace just like any other neighborhood. The previous business had more reasonable hours and this change would negatively impact the community. He cited noise, hours, lighting and a potential criminal element. The other service station open 24 hours is on Northwest Highway and was there before the condominium building was constructed, so people chose to live there knowing it was already there. He said Trustees are concerned with noise from the Ale House; a gas station is an open air facility with voices, car doors, radio and other noises. The residents request that the Board apply the same standards of consideration. An overnight situation presents itself to the potential thieves who can easily rob it and go up the highway to Route 53 and be gone.

Harvey Bruning said it opens the possibility of disreputable people going through the neighborhood. Two overnight gas stations have been robbed recently in the village.

Trustee Jim Tinaglia moved to continue consideration to the next Village Board meeting of 11/21/16. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- C. Egg Harbor Restaurant - 140 E. Wing St. - PC#16- Approved 006
Amendment of Special Use

Mr. Stapleton said they are expanding by 6-8 tables and moving into the space next door. Trustee Scaletta asked where employees will park. Mr. Stapleton said all employees park in the parking garage and do not use parking on the street or in the parking lot in the front of the restaurant.

Trustee John Scaletta moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

XIII.LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

President Hayes thanked Village Clerk Becky Hume, Danielle Gross and all the staff for their efforts during Early Voting.

Trustee Farwell thanked the 12 volunteers for the last Katie project. They were able to serve 28 homes. He thanked the Fire Department, Nancy Kluz, Lt. Larson and Division Chief Wood for their support.

- A. Request for Closed Session per 5 ILCS 120/2(c) (21): Discussion of minutes lawfully closed, whether for purposes of approval of the minutes or the semi-annual review of the minutes

- and -

5 ILCS 120/2(c)(11): Litigation, when an action against, affecting or on behalf of the Village has been filed and is pending before a court or administrative tribunal, or when the Board finds that an action is probable or imminent

- and -

5 ILCS 120/2(c)(1): Appointment, employment, compensation, discipline, performance or dismissal of specific employees of the public body or legal counsel

XVIIADJOURNMENT

Trustee John Scaletta moved to adjourn to Closed Session at 9:17 p.m.

Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg



Item: Warrant Register of 11/15/2016

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

11/15/16 Warrant Register

Type

Warrant Register



VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER FOR

CHECK DATE: 11 - 15 - 2016

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$372,707.32
211	Motor Fuel Tax Fund	\$203,053.81
215	CDBG Fund	\$407.00
227	Foreign Fire Ins Tax Fund	\$692.99
231	Criminal Investigation Fd	\$24,601.68
235	Municipal Parkg Opr Fund	\$17,898.41
401	Capital Projects Fund	\$189,501.35
426	Storm Water Control Fund	\$26,822.51
435	EAB Fund	\$41,851.90
505	Water and Sewer Fund	\$205,796.34
515	Arts,Entert & Events Fund	\$7,947.91
605	Health Insurance Fund	\$288,252.30
615	Workers Compensation Ins	\$33,803.87
621	Fleet Operations Fund	\$22,006.33
625	Technology Fund	\$2,097.43
715	Guaranty Deposits Fund	\$11,250.00
721	Escrow Deposits Fund	\$835.19
TOTAL ALL FUNDS		\$1,449,526.34

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 0					
Division: 0					
202828	715-0000-220.93-00	A AND A CONTRACTORS	REFUND BOND	\$200.00	\$200.00
202833	715-0000-220.93-00	ADAMSON, KENNETH	REFUND BOND	\$200.00	\$200.00
202840	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE	\$2,041.58	\$2,041.58
202844	715-0000-220.93-00	ANDERSON, ERIK	REFUND BOND	\$200.00	\$200.00
202846	715-0000-220.93-00	ARCHADECK	REFUND BOND	\$200.00	\$200.00
202852	101-0000-421.99-00	ARUKAS HAIR	REFUND LICENSE	\$10.00	\$10.00
202860	101-0000-421.05-00	TATIANA BELLO	REPLACE LOST CK 201956	\$30.00	\$30.00
202863	715-0000-220.93-00	BLAUW, JIM	REFUND BOND	\$150.00	\$150.00
202865	715-0000-220.93-00	BONUSO, THOMAS	REFUND BOND	\$200.00	\$200.00
202871	715-0000-220.93-00	BUSH, MARIE D	REFUND BOND	\$200.00	\$200.00
202874	715-0000-220.93-00	CARLSON, TAMARA	REFUND BOND	\$200.00	\$200.00
202880	721-0000-221.11-09	CHRISTOPHER B BURKE LTD	SOMERSET CT MAINT.	\$835.19	\$835.19
202885	715-0000-220.93-00	COLE, KATHY	REFUND BOND	\$200.00	\$200.00
202899	101-0000-421.99-00	COMPASS INC	REFUND LICENSE	\$65.00	\$65.00
202904	715-0000-220.93-00	CRENSHAW, RONALD	REFUND BOND	\$150.00	\$150.00
202905	715-0000-220.93-00	CUTTING EDGE/ PALATINE	REFUND BOND	\$200.00	\$200.00
202911	715-0000-220.93-00	DUROPAVE CONSTRUCTION	REFUND BOND	\$200.00	\$200.00
202915	715-0000-220.93-00	EDWARDS, JOSEPH A	REFUND BOND	\$200.00	\$200.00
202924	715-0000-220.93-00	FLISNIK, MITCHELL	REFUND BOND	\$200.00	\$200.00
202926	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$200.00	\$200.00
202927	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$200.00	\$200.00
202928	715-0000-220.93-00	FORTIS CONCRETE	REFUND BOND	\$150.00	\$150.00
202930	101-0000-421.99-00	FREEDOM YOGA CENTER	REFUND BUSINESS LICENSE	\$95.00	\$95.00
202931	715-0000-220.93-00	GADSON, ANDREA	REFUND BOND	\$200.00	\$200.00
202939	235-0000-435.65-02	JEREMY GRAF	REFUND PARKING PERMIT	\$60.00	\$60.00
202941	715-0000-220.93-00	GREENSCAPE HOMES LLC	REFUND BOND	\$1,050.00	\$1,050.00
202951	101-0000-421.99-00	HSBC ARLINGTON HEIGHTS	REFUND BUSINESS LICENSE	\$10.00	\$10.00
202953	231-0000-250.20-00	IL STATE POLICE ASSIST SEIZURE UNIT	SEIZED FUNDS	\$1,135.00	\$1,135.00
202954	231-0000-250.20-00	IL STATE POLICE ASSIST SEIZURE UNIT	SEIZED FUNDS	\$1,613.00	\$1,613.00
202957	715-0000-220.93-00	JAIME BRICK PAVING &	REFUND BOND	\$200.00	\$200.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
202958	715-0000-220.93-00	JARRELL, DIANE	REFUND BOND	\$200.00	\$200.00
202959	101-0000-421.99-00	JAUNT	REFUND BUSINESS LICENSE	\$95.00	\$95.00
202965	715-0000-220.93-00	K & L CONTRACTORS	REFUND BOND	\$200.00	\$200.00
202966	715-0000-220.93-00	KAEPPLINGER, DAN	REFUND BOND	\$200.00	\$200.00
202967	715-0000-220.93-00	KALWAY, MICHAEL	REFUND BOND	\$200.00	\$200.00
202970	715-0000-220.93-00	KAPPELMAN, KEVIN	REFUND BOND	\$200.00	\$200.00
202971	715-0000-220.93-00	KAUFF, DANIEL	REFUND BOND	\$200.00	\$200.00
202972	715-0000-220.93-00	KOCASA, STEVE M	REFUND BOND	\$200.00	\$200.00
202978	715-0000-220.93-00	LEONEL VACA	REFUND BOND	\$200.00	\$200.00
202979	715-0000-220.93-00	LEONEL VACA	REFUND BOND	\$200.00	\$200.00
202980	715-0000-220.93-00	LEONEL VACA	REFUND BOND	\$200.00	\$200.00
202981	715-0000-220.93-00	LEONEL VACA	REFUND BOND	\$200.00	\$200.00
202982	715-0000-220.93-00	LEONEL VACA	REFUND BOND	\$200.00	\$200.00
202983	715-0000-220.93-00	LEONTRA, EDGAR	REFUND BOND	\$200.00	\$200.00
202984	715-0000-220.93-00	LIBRA CONSTRUCTION	REFUND BOND	\$150.00	\$150.00
202985	715-0000-220.93-00	LOUGHMAN, STEPHEN	REFUND BOND	\$200.00	\$200.00
202990	715-0000-220.93-00	MALIK, NASEEM	REFUND BOND	\$50.00	\$50.00
202995	715-0000-220.93-00	MENGISTU, MELAKU	REFUND BOND	\$200.00	\$200.00
203003	715-0000-220.93-00	MUENNING, HILDEGARD	REFUND BOND	\$200.00	\$200.00
203007	715-0000-220.93-00	NICHOLLS, ALAN	REFUND BOND	\$200.00	\$200.00
203011	101-0000-140.05-00	NOVUSSOLUTIONS	SOFTWARE RENEWAL	\$17,200.00	\$17,200.00
203021	715-0000-220.93-00	PAVER DOCTOR INC	REFUND BOND	\$150.00	\$150.00
203023	715-0000-220.93-00	PERMA SEAL BASEMENT	REFUND BOND	\$200.00	\$200.00
203026	715-0000-220.93-00	POUL'S LANDSCAPING	REFUND BOND	\$150.00	\$150.00
203032	715-0000-220.93-00	RELIABLE BASEMENT SVCS	REFUND BOND	\$200.00	\$200.00
203035	715-0000-220.93-00	ROBIN, HOWARD JAY	REFUND BOND	\$200.00	\$200.00
203037	715-0000-220.93-00	ROSE PAVING	REFUND BOND	\$200.00	\$200.00
203041	715-0000-220.93-00	SARNELLI CONST	REFUND BOND	\$200.00	\$200.00
203042	715-0000-220.93-00	SCARAVALLE COMPANY	REFUND BOND	\$200.00	\$200.00
203043	715-0000-220.93-00	SCARAVALLE COMPANY INC	REFUND BOND	\$200.00	\$200.00
203052	715-0000-220.93-00	SOLANO, LUIS	REFUND BOND	\$200.00	\$200.00
203064	715-0000-220.93-00	SZUFA, NORBERT	REFUND BOND	\$200.00	\$200.00
203068	715-0000-220.93-00	TIMKO, STEVE	REFUND BOND	\$200.00	\$200.00
203069	715-0000-220.93-00	TMW ENTERPRISES	REFUND BOND	\$200.00	\$200.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
203070	715-0000-220.93-00	TOTAL PAVING	REFUND BOND	\$200.00	\$200.00
203076	715-0000-220.93-00	TURF INDUSTRIES INC	REFUND BOND	\$200.00	\$200.00
203082	715-0000-220.93-00	VALDEZ, RUBEN	REFUND BOND	\$50.00	\$50.00
Total Division:				\$34,439.77	
Total Department:				\$34,439.77	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 1 Board of Trustees					
Division: 1					
202872	101-0101-501.21-65	CAPTION FIRST INC	CAPTIONING OCTOBER BOARD	\$600.00	\$600.00
Total Division:				\$600.00	
Total Department:				\$600.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 2 Integrated Services					
Division: 1					
2068	101-0201-502.40-55	SUNSHINE FARM II	INVOICE ADJUSTMENT	\$80.00	\$80.00
203024	101-0201-502.30-05	PETTY CASH	SUPPLIES	\$26.77	\$26.77
203038	101-0201-502.22-02	ROTARY CLUB OF ARLINGTON HTS	DUES	\$275.00	\$275.00
203049	101-0201-502.22-10	SIGNS BY TOMORROW	HOLIDAY HAPPENINGS PRINTI	\$409.30	\$409.30
203085	101-0201-502.21-02	VERIZON WIRELESS	INV 874415972	\$136.44	\$136.44
203087	101-0201-502.21-65	VERIZON WIRELESS	INV 3473786999	\$100.00	\$100.00
203100	101-0201-502.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
Total Division:				\$1,112.51	
Total Department:				\$1,112.51	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 3 Human Resources					
Division: 1					
202932	615-0301-552.20-45	GALLAGHER BASSETT SERVICES	CONTRACT SERVICE FEES	\$33,465.00	\$33,465.00
203013	101-0301-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$2.79	\$2.79
	615-0301-552.30-05		OFFICE SUPPLIES	\$156.46	\$338.87
			OFFICE SUPPLIES	\$182.41	
203024	101-0301-503.30-05	PETTY CASH	SUPPLIES	\$9.19	\$9.19
203058	101-0301-503.20-75	STEPHEN LASER & ASSOCIATES	INDIVIDUAL ASSESSMENT (1)	\$1,100.00	\$1,100.00
203100	101-0301-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901193	605-0301-552.20-60	HMO ILLINOIS	INS PREMIUM 11-2016	\$280,843.66	\$280,843.66
901194	605-0301-552.20-65	PRUDENTIAL INSURANCE CO OF AMERICA	INS PREM 11-2016	\$4,787.35	\$4,787.35
	605-0301-552.20-66		INS PREM SUPPLEMENT 11/16	\$2,621.29	\$2,621.29
Total Division:				\$323,253.15	
Total Department:				\$323,253.15	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 4 Legal Department					
Division: 1					
202918	101-0401-503.20-20	ERNEST R BLOMQUIST PC	LEGAL SERVICES	\$5,265.00	\$5,265.00
202919	101-0401-503.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$30.03	\$59.53
			SHIPPING/DELIVERY SERVICE	\$29.50	
203036	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$945.00	\$945.00
203100	101-0401-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$140.90	\$140.90
Total Division:				\$6,410.43	
Total Department:				\$6,410.43	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 5 Finance					
Division: 1					
202840	505-0501-503.21-65	AMERICAN PRINTING TECHNOLOGIES	SERVICE PRINTING	\$720.35	\$720.35
203013	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$214.16	\$274.15
			OFFICE SUPPLIES	\$59.99	
203017	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$114.75	\$114.75
203028	101-0501-503.22-10	PRINTFIN PRINTING & GRAPHICS SRVS	PRINTING SERVICES	\$180.00	\$180.00
203045	505-0501-503.40-87	CINDY SCHROEDER	SEWER REBATE PROGRAM	\$5,457.50	\$5,457.50
203094	505-0501-503.40-87	DENNIS WADHAMS	SEWER REBATE PROGRAM	\$7,500.00	\$7,500.00
203100	101-0501-503.22-15	XEROX CORPORATION	PAPER, OFFICE, MAILROOM	\$85.00	\$112.47
			PAPER, OFFICE, MAILROOM	\$27.47	
Total Division:				\$14,359.22	
Total Department:				\$14,359.22	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 6 Information Technology					
Division: 1					
202845	625-0601-553.21-02	ARC DOCUMENT SOLUTIONS LLC	MAINTENANCE FOR GIS CANON	\$1,420.00	\$1,420.00
202878	401-0601-572.50-15	CDW GOVERNMENT INC	COMPUTERS,DP & WORD PROC.	\$3,931.45	\$3,931.45
203013	625-0601-553.30-05	OFFICE DEPOT	OFFICE SUPPLIES	(\$50.22)	\$-50.22
203053	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	SPARE PRINTER TBD	\$148.85	\$148.85
801591	625-0601-553.21-65	AT & T	8310002604723	\$578.80	\$578.80
Total Division:				\$6,028.88	
Total Department:				\$6,028.88	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 10 Boards & Commissions					
Division: 8					
202849	101-1008-502.20-75	ARLINGTON RENTAL	TABLE RENTAL FOR FF EXAM	\$976.50	\$976.50
202955	101-1008-502.20-75	INDUSTRIAL ORGANIZATIONAL SOLUTIONS	FF WRITTEN EXAM	\$10,229.00	\$10,229.00
203058	101-1008-502.20-75	STEPHEN LASER & ASSOCIATES	INDIVIDUAL EXAMS	\$2,750.00	\$3,850.00
			INDIVIDUAL ASSESSMENT (1)	\$1,100.00	
Total Division:				\$15,055.50	
Division: 18					
203018	515-1018-525.40-55	PADDOCK PUBLICATIONS INC	AD FOR AUTUMN HARVEST	\$971.59	\$971.59
Total Division:				\$971.59	
Division: 21					
203024	101-1021-502.40-40	PETTY CASH	SUPPLIES	\$28.98	\$28.98
Total Division:				\$28.98	
Total Department:				\$16,056.07	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 30 Police Department					
Division: 1					
202831	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	\$259.88	\$259.88
202836	101-3001-511.21-65	AFTERMATH	BIO-SAFETY CLEANING	\$105.00	\$105.00
202850	101-3001-511.21-65	ARMOR SYSTEMS	COLLECTION FEE	\$1,338.61	\$1,338.61
202886	101-3001-511.22-03	COLLEGE OF DUPAGE	BASIC TRAINING/HUNSAKER	\$3,113.00	\$3,113.00
202901	101-3001-511.33-30	CORPORATE IDENTITY INC	POLICE EQUIPMENT & SUPPLY	\$1,066.03	\$1,066.03
202903	101-3001-511.22-03	COWSERT MICHAEL	TRAINING	\$30.00	\$30.00
202910	101-3001-511.21-65	DUBIN, NICKI	SERVICE PROFESSIONAL	\$170.00	\$170.00
202923	101-3001-511.22-03	ANDREW FLENTGE	TRAINING	\$30.00	\$45.00
			TRAINING	\$15.00	
202933	101-3001-511.22-03	ANDREW GATZ	TRAINING	\$15.00	\$15.00
202935	101-3001-511.21-65	GOLF ROSE PET LODGE	SERVICE MISCELLANEOUS	\$112.00	\$142.55
			SERVICE MISCELLANEOUS	\$14.15	
			SERVICE MISCELLANEOUS	\$16.40	
202952	101-3001-511.22-02	IL ASSOC OF CHIEFS OF POLICE	DUES	\$645.00	\$645.00
202968	101-3001-511.22-03	KAMINSKY GARY	TRAINING	\$226.00	\$226.00
202974	101-3001-511.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$146.03	\$276.70
			OFFICE MACHINES & ACCESS	\$130.67	
202996	101-3001-511.21-65	METRO-WESTERN COOK CREDIT	SERVICE MISCELLANEOUS	\$72.00	\$72.00
203004	101-3001-511.22-03	JOSEPH MURPHY	TRAINING	\$15.00	\$15.00
203006	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	REGISTRATION	\$125.00	\$625.00
			REGISTRATION	\$300.00	
			REGISTRATION	\$200.00	
203008	101-3001-511.21-65	NORTHERN IL FUNERAL SERVICES INC	SERVICE MISCELLANEOUS	\$480.00	\$960.00
			SERVICE MISCELLANEOUS	\$480.00	
203009	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT 12-2016	\$66,704.13	\$66,704.13
203013	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	(\$12.69)	\$75.83
			OFFICE SUPPLIES	\$52.15	
			OFFICE SUPPLIES	\$23.68	
			OFFICE SUPPLIES	\$12.69	
	101-3001-511.30-20		PHOTOGRAPHIC SUPPLIES	\$144.65	\$144.65

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
203025	101-3001-511.33-25	PETTY CASH/POLICE	REIMB PARKING FEES	\$34.00	\$154.12
			SUPPLIES	\$9.28	
			SUPPLIES	\$19.98	
			SUPPLIES	\$50.86	
			SUPPLIES	\$40.00	
203038	101-3001-511.22-02	ROTARY CLUB OF ARLINGTON HTS	DUES	\$275.00	\$275.00
203048	101-3001-511.33-25	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$3.99	\$3.99
203054	101-3001-511.22-03	SPOERRY PATRICK	TRAINING	\$15.00	\$15.00
Total Division:				\$76,477.49	
Division: 3					
202867	231-3003-511.40-11	BOYLE RICHARD	CONFERENCE	\$1,116.69	\$1,116.69
202877	231-3003-511.40-11	CDS OFFICE TECHNOLOGIES	POLICE EQUIPMENT & SUPPLY	\$16,960.00	\$16,960.00
202884	231-3003-511.40-11	CMS ACCOUNTING	SERVICE PROFESSIONAL	\$139.56	\$139.56
202914	231-3003-511.40-11	SEAN EDMONDSON	CASE 16-00722	\$150.00	\$150.00
202943	231-3003-511.40-11	HAJEK DOUGLAS	CONFERENCE	\$553.20	\$553.20
203031	231-3003-511.40-11	CARRIE REGILIO	CONFERENCE	\$774.49	\$774.49
203078	231-3003-511.40-11	ULTRA STROBE COMMUNICATIONS INC	EQUIPMENT SQUAD 3106	\$608.85	\$608.85
203084	231-3003-511.40-11	VEENSTRA RICK	CONFERENCE	\$1,162.69	\$1,550.89
			CONFERENCE	\$388.20	
Total Division:				\$21,853.68	
Total Department:				\$98,331.17	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 35 Fire					
Division: 1					
202829	101-3501-512.21-65	A EXPRESS TOWING AND RECOVERY	TOWING	\$800.00	\$800.00
202830	101-3501-512.31-65	ABT ELECTRONICS	TV MOUNT REPLACEMENT	\$488.00	\$944.00
			REPLACEMENT TV	\$456.00	
202835	101-3501-512.22-10	ADMIRAL GRAPHICS	MEDICAL REFUSAL FORMS	\$301.35	\$301.35
202858	101-3501-512.31-65	BATTERIES PLUS	BATTERIES	\$144.36	\$144.36
202866	101-3501-512.33-50	BOUND TREE MEDICAL LLC	MEDICAL SUPPLIES	\$140.23	\$602.99
			MEDICAL SUPPLIES	\$315.46	
			MEDICAL BOXES	\$78.90	
			MEDICAL BOXES	\$68.40	
202917	101-3501-512.21-02	EMSAR CHICAGO	STRETCHER REPAIR	\$525.45	\$525.45
202961	101-3501-512.30-35	JG UNIFORMS	CLOTHING & APPAREL	\$58.80	\$1,465.45
			SHOES AND BOOTS	\$230.00	
			SHOES AND BOOTS	\$89.95	
			CLOTHING & APPAREL	\$798.00	
			CLOTHING & APPAREL	\$19.95	
			CLOTHING & APPAREL	\$19.95	
			CLOTHING & APPAREL	\$19.95	
			CLOTHING & APPAREL	\$117.85	
			BADGES & OTHER ID EQUIP.	\$111.00	
202973	101-3501-512.33-05	KOEPPEN KENNETH	REPLACE LOST CHECK	\$71.51	\$71.51
203009	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT 12-2016	\$22,234.70	\$22,234.70
203013	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$51.27	\$166.94
			OFFICE SUPPLIES	\$93.18	
			OFFICE SUPPLIES	\$22.49	
203020	101-3501-512.30-35	PAUL FAWLEY	ACCOUNTABILITY TAGS	\$67.80	\$67.80
203061	101-3501-512.21-02	SUBURBAN SERVICE INC	EQUIPMENT MAINTENANCE	\$146.75	\$533.70
			EQUIPMENT MAINTENANCE	\$386.95	
203074	101-3501-512.31-85	TRUE VALUE	TOOLS	\$11.57	\$11.57
203100	101-3501-512.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$189.00
			OFFICE MACHINES & ACCESS	\$26.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
203100	101-3501-512.22-15.	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$26.00	\$189.00
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
Total Division:				\$28,058.82	
Total Department:				\$28,058.82	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 37 Foreign Fire Insurance					
Division: 1					
202907	227-3701-512.22-03	DAVIS RICHARD A	TUITION REIMBURSEMENT	\$475.00	\$475.00
203030	227-3701-512.30-35	RED WING SHOE STORE	BOOTS	\$217.99	\$217.99
Total Division:				\$692.99	
Total Department:				\$692.99	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 40 Planning					
Division: 1					
202937	101-4001-521.20-05	GOVTEMPSUSA LLC	SERVICE PROFESSIONAL	\$1,344.00	\$2,688.00
			SERVICE PROFESSIONAL	\$1,344.00	
203017	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$103.95	\$792.45
			ADVERTISING	\$93.15	
			ADVERTISING	\$83.70	
			ADVERTISING	\$78.30	
			ADVERTISING	\$78.30	
			ADVERTISING	\$83.70	
			ADVERTISING	\$87.75	
			ADVERTISING	\$97.20	
			ADVERTISING	\$86.40	
203060	101-4001-521.40-41	SUBURBAN FAMILY MAGAZINE	ADVERTISING	\$650.00	\$650.00
203089	101-4001-521.21-65	VERIZON WIRELESS	INV 9774303673	\$143.88	\$143.88
203100	101-4001-521.22-15	XEROX CORPORATION	SERVICE EQUIPMENT	\$37.96	\$37.96
Total Division:				\$4,312.29	
Total Department:				\$4,312.29	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 41 Community Devl Block Grnt					
Division: 1					
202906	215-4101-522.41-01	DAHME MECHANICAL INDUSTRIES	SF-R 15-03	\$407.00	\$407.00
Total Division:				\$407.00	
Total Department:				\$407.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 45 Building					
Division: 1					
202937	101-4501-523.20-05	GOVTEMPSUSA LLC	TEMP EMPLOYMENT AGCY	\$2,060.80	\$3,091.20
			TEMP EMPLOYMENT AGCY	\$1,030.40	
203013	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$504.11	\$504.11
203024	101-4501-523.30-05	PETTY CASH	OFFICE SUPPLIES	\$42.30	\$42.30
203066	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$38.00	\$38.00
203071	101-4501-523.22-03	STEVE TOULOU MIS	TRAINING	\$99.99	\$99.99
203088	101-4501-523.21-65	VERIZON WIRELESS	INV 9774212418	\$586.07	\$586.07
203100	101-4501-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$137.00
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
Total Division:				\$4,498.67	
Division: 2					
202862	101-4502-523.22-03	TERESE BISKNER	CONFERENCE	\$358.28	\$358.28
202864	101-4502-523.22-03	JEFF BOHNER	CONFERENCE	\$358.28	\$358.28
202900	101-4502-523.21-10	CORELOGIC SOLUTIONS LLC	PROPERTY SEARCH	\$220.00	\$220.00
202922	101-4502-523.21-10	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	\$85.00	\$255.00
			SERVICE MISCELLANEOUS	\$85.00	
			SERVICE MISCELLANEOUS	\$85.00	
202977	101-4502-523.20-25	SHERRY LEMKE	COUNSELING	\$12.50	\$12.50
203024	101-4502-523.33-10	PETTY CASH	SUPPLIES	\$32.86	\$32.86
203086	101-4502-523.21-65	VERIZON WIRELESS	INV 9774416083	\$197.54	\$197.54
203100	101-4502-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
Total Division:				\$1,519.46	
Division: 3					
202916	101-4503-523.21-65	EMERGENCY CLOSING CENTER	EMERGENCY CLOSING	\$25.00	\$25.00
202962	101-4503-523.21-65	JOHN HERSEY HIGH SCHOOL	INTERGENERATIONAL PROGRAM	\$100.00	\$100.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
203100	101-4503-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$18.60	\$18.60
Total Division:				\$143.60	
Total Department:				\$6,161.73	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 50 Engineering					
Division: 1					
202843	401-5001-571.50-30	ERIK ANDERSON	DRIVEWAY REIMBURSEMENT	\$371.13	\$371.13
202851	401-5001-571.50-30	ARROW ROAD CONSTRUCTION CO	SERVICE CONSULTING	\$157,874.05	\$157,874.05
202944	101-5001-524.20-05	HAMPTON LENZINI & RENWICK INC	SERVICE PROFESSIONAL	\$12,689.42	\$12,689.42
202963	211-5001-571.50-40	JOHNSON PAVING CO	SERVICE CONSULTING	\$180,823.81	\$180,823.81
202969	401-5001-571.50-30	CHRIS KAPPELMAN	SIDEWALK REIMBURSEMENT	\$406.25	\$406.25
202988	401-5001-571.50-30	DEWEY LUTZOW	DRIVEWAY REIMBURSEMENT	\$446.19	\$446.19
202991	426-5001-571.50-25	MAURO SEWER CONSTRUCTION	SERVICE CONSULTING	\$26,822.51	\$26,822.51
203013	101-5001-524.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$7.38	\$219.07
			OFFICE SUPPLIES	\$129.94	
			OFFICE SUPPLIES	\$81.75	
203024	101-5001-524.30-05	PETTY CASH	OFFICE SUPPLIES	\$9.99	\$9.99
203033	401-5001-571.50-30	WAYNE RHINE	DRIVEWAY REIMBURSEMENT	\$417.00	\$417.00
203080	401-5001-571.50-30	UNION PACIFIC RAILROAD COMPANY	SERVICE CONSTRUCTION	\$9,888.30	\$9,888.30
203100	101-5001-524.22-15	XEROX CORPORATION	RENTAL/LEASE EQUIPMENT	\$85.00	\$85.00
Total Division:				\$390,052.72	
Total Department:				\$390,052.72	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 71 Public Works					
Division: 1					
202832	101-7101-531.31-70	ACTIVE ELECTRICAL SUPPLY CO	QUAD KIT	\$80.72	\$80.72
	101-7101-531.31-75		SUPPLIES	\$80.72	\$291.68
			SUPPLIES	\$210.96	
202834	101-7101-531.31-55	ADDISON BUILDING MATERIAL CO	BUILDING SUPPLIES	\$74.81	\$74.81
	101-7101-531.31-80		BUILDING SUPPLIES	\$47.83	\$47.83
	101-7101-531.31-85		BUILDING SUPPLIES	\$138.60	\$138.60
202836	101-7101-531.21-11	AFTERMATH	BIO HAZARD CLEAN-UP	\$105.00	\$105.00
202838	101-7101-531.21-11	ALL WINDOW CLEANING SERV INC	WINDOW CLEANING	\$1,950.00	\$4,940.00
			WINDOW CLEANING	\$1,710.00	
			WINDOW CLEANING	\$1,280.00	
202839	401-7101-571.50-20	AMERICAN DOOR & DOCK	PWC OVERHEAD DOOR REPAIR	\$1,002.36	\$1,002.36
202848	101-7101-531.31-65	ARLINGTON POWER EQUIPMENT	SUPPLIES	\$42.61	\$42.61
	101-7101-531.31-85		TOOLS	\$58.40	\$58.40
202853	101-7101-531.22-70	AT & T LONG DISTANCE	857099062	\$413.02	\$413.02
202856	101-7101-531.31-65	AUTOMATIC APPLIANCE	ICEMAKER	\$109.99	\$109.99
202861	101-7101-531.31-55	BERKHEIMER CO INC	BUILDING SUPPLIES	\$561.24	\$1,498.07
			BUILDING SUPPLIES	\$7.61	
			BUILDING SUPPLIES	\$542.03	
			BUILDING SUPPLIES	\$48.00	
			BUILDING SUPPLIES	\$339.19	
	101-7101-531.31-85		TOOLS	\$65.77	\$65.77
202868	101-7101-531.30-39	BP	FUEL	\$122.73	\$122.73
202869	101-7101-531.21-15	SCOTT BROCHL	CURB REIMBURSEMENT	\$513.50	\$513.50
202881	101-7101-531.21-11	CINTAS CORP	MAT CLEANING	\$23.56	\$23.56
	101-7101-531.30-35		WORK SHIRTS AND PANTS	\$43.27	\$129.81
			WORK SHIRTS AND PANTS	\$43.27	
			WORK SHIRTS AND PANTS	\$43.27	
202882	435-7101-571.50-55	CLEAN CUT TREE SERVICE INC	SERVICE TREES	\$28,330.00	\$28,330.00
202883	101-7101-531.31-40	CLESEN ARTHUR INC	TREEAGE INSCTCDE	\$513.00	\$1,449.00
			TREEAGE INSCTCDE	\$936.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
202887	101-7101-531.22-70	COMCAST CABLE	INTERNET SCADA	\$2.11	\$2.11
202888	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	1851137062	\$53.55	\$53.55
202890	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	3291084013	\$3,309.43	\$3,309.43
202912	101-7101-531.21-50	DYNEGY ENERGY SERVICES	1627055057	\$1,054.41	\$1,054.41
202921	101-7101-531.33-05	FLAG LADY CORP	FLAGS	\$356.87	\$356.87
202922	101-7101-531.21-15	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	\$1,862.00	\$1,862.00
	235-7101-571.50-25		SERVICE TREES	\$6,850.00	\$6,850.00
	435-7101-571.50-55		SERVICE TREES	\$84.00	\$13,521.90
			SERVICE TREES	\$13,437.90	
202936	101-7101-531.31-65	CHESTER GORECKI	EVENT SUPPLIES	\$216.60	\$216.60
202940	101-7101-531.31-40	GRAINGER W W INC	SUPPLIES	\$192.50	\$192.50
	101-7101-531.31-55		SUPPLIES	\$49.85	\$71.65
			SUPPLIES	\$21.80	
202942	401-7101-571.50-30	HAEGER ENGINEERING LLC	SERVICE CONSTRUCTION	\$7,000.00	\$7,000.00
202945	101-7101-531.21-02	HAYES MECHANICAL	EQUIPMENT MAINTENANCE	\$691.00	\$2,171.85
			EQUIPMENT MAINTENANCE	\$691.00	
			EQUIPMENT MAINTENANCE	\$789.85	
	401-7101-571.50-20		HVAC BOX REPAIRS	\$2,373.97	\$2,373.97
202946	101-7101-531.21-55	HENDRICKSEN ROBERT W COMPANY	SERVICE TREES	\$13,295.00	\$23,134.00
			SERVICE TREES	\$9,839.00	
202949	101-7101-531.21-50	HOMEFIELD ENERGY	3291084013	\$10,500.11	\$10,500.11
202950	101-7101-531.31-45	HP PRODUCTS CORP	JANITORIAL SUPPLIES	\$126.95	\$126.95
202960	101-7101-531.31-40	JCK CONTRACTORS	TOPSOIL	\$1,320.00	\$1,320.00
202964	101-7101-531.31-55	JUST FAUCETS	BUILDING SUPPLIES	\$72.25	\$170.50
			BUILDING SUPPLIES	\$62.25	
			BUILDING SUPPLIES	\$36.00	
202986	101-7101-531.31-40	LOWES COMMERCIAL SERVICES	AGRICULTURAL SUPPLIES	\$10.78	\$30.73
			AGRICULTURAL EQUIP&IMPLEM	\$19.95	
	101-7101-531.31-55		HARDWARE SUPPLIES	\$136.83	\$136.83
	101-7101-531.31-85		TOOLS	\$51.17	\$26.00
			TOOLS	(\$25.17)	
202987	101-7101-531.31-40	LURVEY LANDSCAPE SUPPLY	AG SUPPLIES	\$81.80	\$215.40
			AG SUPPLIES	\$133.60	
202993	101-7101-531.21-01	MEADE ELECTRIC CO INC	EMERGENCY VEHICLE PREEMPT	\$578.62	\$578.62

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
202994	101-7101-531.31-55	MECOR INC	BULBS	\$129.50	\$129.50
203000	401-7101-571.50-30	MILIEU DESIGN LLC	PLANTINGS	\$1,850.00	\$4,615.00
			PLANTINGS	\$2,765.00	
203010	101-7101-531.31-70	NORTHWEST ELECTRICAL SUPPLY CO	WEDGE GRIP CLAMPS	\$202.11	\$202.11
203014	101-7101-531.31-90	ORANGE CRUSH LLC	STREET/SIDEWALK SUPPLIES	\$379.04	\$379.04
203016	101-7101-531.22-70	PACIFIC TELEMAGEMENT SERVICES	PAY PHONES FEE	\$153.00	\$153.00
203024	101-7101-531.31-65	PETTY CASH	SUPPLIES	\$35.88	\$64.34
			SUPPLIES	\$28.46	
203029	101-7101-531.30-35	IPROMOTEU	SHIRTS	\$1,088.62	\$1,088.62
203030	101-7101-531.30-35	RED WING SHOE STORE	CLOTHING & APPAREL	\$119.00	\$1,196.08
			CLOTHING & APPAREL	\$557.17	
			CLOTHING & APPAREL	\$439.93	
			CLOTHING & APPAREL	\$79.98	
203034	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	FUEL,OIL,GREASE, & LUBES	\$13,606.48	\$13,606.48
203040	101-7101-531.30-35	SAF T GUARD INTL INC	SAFETY CLOTHING	\$311.00	\$311.00
203044	101-7101-531.21-15	SCHROEDER ASPHALT	SERVICE CONSTRUCTION	\$80,171.58	\$80,171.58
203048	101-7101-531.31-40	SHERWIN ACE HARDWARE	AGRICULTURAL EQUIP&IMPLEM	\$13.99	\$13.99
	101-7101-531.31-55		HARDWARE SUPPLIES	\$19.96	\$19.96
	101-7101-531.31-65		HARDWARE SUPPLIES	\$13.98	\$171.06
			HARDWARE SUPPLIES	\$3.36	
			HARDWARE SUPPLIES	\$12.77	
			HARDWARE SUPPLIES	\$45.97	
			HARDWARE SUPPLIES	\$94.98	
	101-7101-531.31-75		STREET LIGHT SUPPLIES	\$14.97	\$14.97
	101-7101-531.31-85		TOOLS	\$18.97	\$46.93
			TOOLS	\$11.98	
			TOOLS	\$15.98	
203050	101-7101-531.21-02	SIMPLEX GRINNELL	EQUIPMENT MAINTENANCE	\$572.00	\$572.00
203051	101-7101-531.31-40	SITEONE LANDSCAPE SUPPLY LLC	GRANULAR	\$216.34	\$264.52
			RAINBIRD	\$48.18	
203056	101-7101-531.22-03	START GROUP	TRENCH COMPLIANCE TRAININ	\$1,050.00	\$1,050.00
203057	211-7101-571.50-40	STATE OF IL TREASURER	SERVICE MISCELLANEOUS	\$22,230.00	\$22,230.00
203062	101-7101-531.31-55	SUBURBAN TRIM & GLASS	SEAMED EDGES	\$30.00	\$50.00
			SEAMED EDGES	\$20.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
203062...	401-7101-572.50-15	SUBURBAN TRIM & GLASS...	GLASS INSTALLED	\$389.65	\$389.65
203063	101-7101-531.31-75	SUNRISE ELECTRIC SUPPLY	STREET LIGHT SUPPLIES	\$7,020.00	\$7,020.00
203067	101-7101-531.31-80	3M	SIGNS, SIGN MATERIAL	\$647.10	\$5,078.43
			SIGNS, SIGN MATERIAL	\$828.75	
			SIGNS, SIGN MATERIAL	\$3,602.58	
203072	101-7101-531.22-03	TPC TRAINCO	HVAC TRAINING	\$1,560.00	\$1,560.00
203073	101-7101-531.31-80	TRAFFIC CONTROL & PROTECTION	SCHOOL SYMBOL SIGN	\$872.50	\$872.50
203075	101-7101-531.22-02	ALEKSANDER TUCKER	CDL REIMBURSEMENT	\$50.00	\$50.00
203077	401-7101-571.50-20	TYCO INTEGRATED SECURITY	POP FACTORY SECURITY	\$786.00	\$786.00
203083	101-7101-531.21-02	VALLEY FIRE PROTECTION	EQUIPMENT MAINTENANCE	\$415.00	\$415.00
203090	101-7101-531.22-70	VERIZON WIRELESS	INV 9774249389	\$533.79	\$533.79
203091	101-7101-531.21-65	VERIZON WIRELESS	INV 9774217943	\$1,436.72	\$1,436.72
203092	101-7101-531.22-70	VERIZON WIRELESS	INV 9772797493	\$128.44	\$128.44
203095	235-7101-571.50-25	WALKER PARKING CONSULTANTS	SERVICE CONSULTING	\$2,292.50	\$6,696.00
			SERVICE CONSTRUCTION	\$4,403.50	
203097	101-7101-531.22-03	WEST CENTRAL MUNICIPAL CONF	DUES	\$575.00	\$575.00
203098	101-7101-531.21-11	WIL-KIL PEST CONTROL	PEST CONTROL SERVICE	\$110.00	\$460.00
			PEST CONTROL SERVICE	\$45.00	
			PEST CONTROL SERVICE	\$80.00	
			PEST CONTROL SERVICE	\$225.00	
801591	101-7101-531.22-70	AT & T	847398933608	\$430.63	\$23,076.59
			847253312009	\$8,292.28	
			847253343809	\$85.80	
			847372153610	\$40.99	
			847394436810	\$40.99	
			847394206210	\$41.05	
			847398933610	\$427.99	
			847253312010	\$8,300.91	
			847253343810	\$85.76	
			847797132109	\$41.00	
			847R19028910	\$5,289.19	
801592	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	0002031003	\$31.55	\$31.55
801593	101-7101-531.21-50	NICOR	43278600002	\$94.17	\$5,724.33
			19423400008	\$89.66	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
801593	101-7101-531.21-50	NICOR	53278600001	\$16.10	\$5,724.33
			72489260108	\$169.36	
			25422686599	\$1,233.73	
			97034457784	\$547.48	
			73488600005	\$1,317.50	
			95401400001	\$528.40	
			38096400007	\$89.66	
			06802945268	\$24.00	
			15839647334	\$24.00	
			96945600003	\$1,590.27	
	235-7101-532.22-37		12690400002	\$25.70	\$25.70
Total Division:				\$295,923.32	
Total Department:				\$295,923.32	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 72 Water and Sewer					
Division: 1					
202837	505-7201-561.31-60	ALEXANDER CHEMICAL CORP	REFUND DEPOSIT	(\$500.00)	\$1,167.00
			CHLORINE GAS	\$1,667.00	
202841	505-7201-561.22-02	AMERICAN WATER WORKS ASSN	WATERCON DUES	\$180.00	\$180.00
202842	505-7201-561.21-36	AMERIGAS-PALATINE	GAS	\$454.80	\$454.80
202857	505-7201-561.50-15	B & B INSTRUMENTS INC	OTHER EQUIPMENT	\$960.00	\$960.00
202859	505-7201-561.31-65	BATTERIES PLUS LLC	BATTERIES	\$278.50	\$278.50
202889	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0522082015	\$620.68	\$620.68
202891	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0081080033	\$2,290.35	\$2,290.35
202892	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0441087047	\$73.10	\$73.10
202893	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1284169036	\$85.30	\$85.30
202894	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1257044037	\$818.27	\$818.27
202895	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0528113037	\$2,591.02	\$2,591.02
202896	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0831076049	\$133.60	\$133.60
202897	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	0117046072	\$70.61	\$70.61
202898	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1092085063	\$87.09	\$87.09
202902	505-7201-561.21-20	CORRPRO WATERWORKS	SERVICE CONSULTING	\$3,920.00	\$3,920.00
202925	505-7201-561.31-01	FOREMAN JOSEPH D AND CO	SUPPLIES	\$1,110.00	\$1,110.00
202929	505-7201-561.31-02	FOX SPRINKLER SUPPLY CORP	WATER SEWER SYSTEM SUPPLY	\$7,188.96	\$7,188.96
202940	505-7201-561.31-65	GRAINGER W W INC	SUPPLIES	\$19.81	\$19.81
202947	505-7201-561.21-50	HOMEFIELD ENERGY	0081080033	\$342.85	\$342.85
202948	505-7201-561.21-50	HOMEFIELD ENERGY	0441087047	\$22.05	\$22.05
202986	505-7201-561.30-35	LOWES COMMERCIAL SERVICES	SAFETY & FIRST AID EQUIP.	\$35.97	\$35.97
	505-7201-561.31-65		BATTERIES	\$188.10	\$188.10
	505-7201-561.31-85		TOOLS	\$58.25	\$58.25
202989	505-7201-561.50-15	M AND M RADIO LAB	MAGNETIC LOCATOR	\$2,097.00	\$2,097.00
202992	505-7201-561.20-05	MC HENRY ANALYTICAL WATER LAB	MONTHLY DRINKING WATER SA	\$850.00	\$850.00
202998	505-7201-561.31-01	MID AMERICA WATER	TAPPING SLEEVE	\$1,266.00	\$1,266.00
203012	505-7201-561.50-15	O'LEARY'S CONTRACTOR EQUIPMENT	OTHER EQUIPMENT	\$1,750.00	\$1,750.00
203015	505-7201-561.31-90	OZINGA READY MIX CONCRETE INC	STREET/SIDEWALK SUPPLIES	\$537.00	\$537.00
203022	505-7201-561.21-30	JOE PAWELECK	APRON REIMBURSEMENT	\$550.00	\$550.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
203029	505-7201-561.30-35	IPROMOTEU	SHIRTS	\$1,088.63	\$1,088.63
203030	505-7201-561.30-35	RED WING SHOE STORE	CLOTHING & APPAREL	\$119.97	\$119.97
203040	505-7201-561.30-35	SAF T GUARD INTL INC	SAFETY CLOTHING	\$311.00	\$311.00
203044	505-7201-561.21-30	SCHROEDER ASPHALT	SERVICE CONSTRUCTION	\$142,737.25	\$142,737.25
203048	505-7201-561.31-85	SHERWIN ACE HARDWARE	HAND TOOLS-POWER/NON POW	\$9.99	\$9.99
203079	505-7201-561.31-01	UNDERGROUND PIPE & VALVE	PIPE FITTINGS	\$8,376.00	\$8,376.00
203081	505-7201-561.31-85	USA BLUEBOOK	CHLORINE POCKET COLORIMET	\$453.17	\$453.17
203090	505-7201-561.22-70	VERIZON WIRELESS	INV 9774249389	\$633.78	\$633.78
203091	505-7201-561.22-70	VERIZON WIRELESS	INV 9774217943	\$1,274.08	\$1,274.08
203102	505-7201-561.31-01	ZIEBELL WATER SERVICE PRODUCTS	COPPER TUBING	\$1,290.60	\$3,575.40
			SUPPLIES	\$507.80	
			BOX EXTENSION	\$1,030.00	
			MEGALUG, BOLT, NUT, GASKE	\$747.00	
801591	505-7201-561.22-70	AT & T	847253017409	\$43.44	\$86.76
			847253017410	\$43.32	
801592	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	1284169036	\$129.02	\$236.33
			3973144001	\$107.31	
801593	505-7201-561.21-50	NICOR	42567835683	\$24.01	\$509.24
			04055600003	\$107.01	
			19278600002	\$160.45	
			92296400002	\$82.17	
			58544400003	\$26.57	
			05850400002	\$26.84	
			90920700003	\$82.19	
Total Division:				\$189,157.91	
Total Department:				\$189,157.91	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 73 Parking					
Division: 1					
202913	235-7301-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$453.84	\$453.84
Total Division:				\$453.84	
Division: 2					
202913	235-7302-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$1,437.16	\$1,437.16
202986	235-7302-532.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$21.77	\$21.77
Total Division:				\$1,458.93	
Division: 3					
202913	235-7303-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$1,437.16	\$1,437.16
801591	235-7303-532.21-50	AT & T	847253097809	\$137.90	\$275.77
			847253097810	\$137.87	
Total Division:				\$1,712.93	
Division: 4					
202836	235-7304-532.21-11	AFTERMATH	BIO-HAZARDOUS CLEANING	\$105.00	\$105.00
202913	235-7304-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$453.84	\$453.84
801593	235-7304-532.21-50	NICOR	92296400002	\$82.17	\$82.17
Total Division:				\$641.01	
Total Department:				\$4,266.71	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 75 Municipal Fleet Services					
Division: 1					
202842	621-7501-551.21-36	AMERIGAS-PALATINE	GAS	\$231.58	\$445.26
			GAS	\$13.86	
			GAS	\$199.82	
202847	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$129.22	\$218.00
			VEH MAINTENANCE SUPPLY	\$13.11	
			VEH MAINTENANCE SUPPLY	\$75.67	
202854	621-7501-551.31-51	AUTO TECH CENTERS INC	VEH MAINTENANCE SUPPLY	\$553.85	\$997.43
			VEH MAINTENANCE SUPPLY	\$443.58	
202855	621-7501-551.31-51	AUTO ZONE	VEH MAINTENANCE SUPPLY	\$38.98	\$267.63
			VEH MAINTENANCE SUPPLY	\$13.78	
			VEH MAINTENANCE SUPPLY	\$205.08	
			VEH MAINTENANCE SUPPLY	\$11.38	
			VEH MAINTENANCE SUPPLY	(\$38.18)	
			VEH MAINTENANCE SUPPLY	\$23.60	
			VEH MAINTENANCE SUPPLY	\$12.99	
202859	621-7501-551.31-51	BATTERIES PLUS LLC	BATTERIES	\$244.08	\$244.08
202870	621-7501-551.31-51	BURRIS EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$14.14	\$14.14
202873	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$136.08	\$454.94
			VEH MAINTENANCE SUPPLY	\$20.67	
			VEH MAINTENANCE SUPPLY	\$101.98	
			VEH MAINTENANCE SUPPLY	\$93.48	
			VEH MAINTENANCE SUPPLY	\$33.94	
			VEH MAINTENANCE SUPPLY	\$6.97	
			VEH MAINTENANCE SUPPLY	\$13.94	
			VEH MAINTENANCE SUPPLY	\$46.94	
			VEH MAINTENANCE SUPPLY	(\$23.50)	
			VEH MAINTENANCE SUPPLY	(\$10.00)	
			VEH MAINTENANCE SUPPLY	\$34.44	
202875	621-7501-551.31-51	CASSIDY TIRE & SERVICE	TIRES	\$130.00	\$130.00
202876	621-7501-551.21-07	CATCHING FLUID POWER INC	INVENTORY SUPPLY	\$67.54	\$202.60

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
202876	621-7501-551.21-07	CATCHING FLUID POWER INC	INVENTORY SUPPLY	\$135.06	\$202.60
	621-7501-551.31-51		VEH MAINTENANCE SUPPLY	\$91.17	\$91.17
202879	621-7501-551.31-51	CHICAGO PARTS AND SOUND	VEH MAINTENANCE SUPPLY	\$71.50	\$1,389.00
			VEH MAINTENANCE SUPPLY	\$197.24	
			VEH MAINTENANCE SUPPLY	\$377.22	
			VEH MAINTENANCE SUPPLY	\$222.80	
			VEH MAINTENANCE SUPPLY	\$321.48	
			VEH MAINTENANCE SUPPLY	\$198.76	
202881	621-7501-551.30-35	CINTAS CORP	WORK SHIRTS AND PANTS	\$43.27	\$129.81
			WORK SHIRTS AND PANTS	\$43.27	
			WORK SHIRTS AND PANTS	\$43.27	
202908	621-7501-551.31-65	DGI SUPPLY A DOALL COMPANY	WELDED BLADES	\$95.27	\$237.86
			SUPPLIES	\$142.59	
202909	621-7501-551.31-51	DOUGLAS TRUCK PARTS INC	VEH MAINTENANCE SUPPLY	\$62.00	\$152.16
			VEH MAINTENANCE SUPPLY	\$69.98	
			VEH MAINTENANCE SUPPLY	\$20.18	
	621-7501-551.31-65		SUPPLIES	\$82.36	\$82.36
202920	621-7501-551.21-07	FEDERAL SIGNAL CORP	EQUIPMENT MAINTENANCE	\$100.00	\$100.00
202934	621-7501-551.21-07	GLOBAL EMERGENCY PRODUCTS	REPAIR SERVICE VEHICLE	\$6,990.62	\$6,990.62
	621-7501-551.31-51		VEH MAINTENANCE SUPPLY	\$142.87	\$576.39
			VEH MAINTENANCE SUPPLY	\$72.41	
			VEH MAINTENANCE SUPPLY	\$36.91	
			VEH MAINTENANCE SUPPLY	\$141.83	
			VEH MAINTENANCE SUPPLY	\$182.37	
202938	621-7501-551.22-03	GRABOWSKI KENNETH	TRAINING REIMBURSEMENT	\$332.00	\$332.00
202940	621-7501-551.31-51	GRAINGER W W INC	VEH MAINTENANCE SUPPLY	\$38.79	\$38.79
202956	621-7501-551.31-51	INDUSTRIAL STEEL SERVICE INC	VEH MAINTENANCE SUPPLY	\$275.00	\$275.00
202975	621-7501-551.31-51	LEACH ENTERPRISES INC	VEH MAINTENANCE SUPPLY	\$10.48	\$10.48
202976	621-7501-551.31-51	LEE AUTO PARTS	VEH MAINTENANCE SUPPLY	\$31.77	\$31.77
203001	621-7501-551.31-51	MONROE TRUCK EQUIPMENT	VEH MAINTENANCE SUPPLY	\$732.44	\$1,010.15
			VEH MAINTENANCE SUPPLY	\$277.71	
203002	621-7501-551.31-51	MORTON GROVE AUTOMOTIVE WEST	VEH MAINTENANCE SUPPLY	\$195.00	\$195.00
203005	621-7501-551.31-51	NATL CAP & SET SCREW CO	VEH MAINTENANCE SUPPLY	\$281.17	\$599.13
			VEH MAINTENANCE SUPPLY	\$214.85	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
203005	621-7501-551.31-51	NATL CAP & SET SCREW CO	VEH MAINTENANCE SUPPLY	\$103.11	\$599.13
203019	621-7501-551.31-51	PATLIN INC	VEH MAINTENANCE SUPPLY	\$102.81	\$102.81
203027	621-7501-551.31-51	PRECISION SERVICE PARTS	VEH MAINTENANCE SUPPLY	\$52.90	\$109.82
			VEH MAINTENANCE SUPPLY	\$28.46	
			VEH MAINTENANCE SUPPLY	\$28.46	
203039	621-7501-551.21-07	RUSH TRUCK CENTERS OF ILLINOIS INC	HOSE, CLAMP, LABOR	\$546.27	\$546.27
	621-7501-551.21-08		VEHICLE DAMAGE	\$56.68	\$56.68
	621-7501-551.31-51		VEH MAINTENANCE SUPPLY	\$182.47	\$1,107.82
			VEH MAINTENANCE SUPPLY	\$182.47	
			VEH MAINTENANCE SUPPLY	\$742.88	
203046	621-7501-551.31-51	SCRUBBER CITY INC	VEH MAINTENANCE SUPPLY	\$235.43	\$235.43
203047	621-7501-551.31-65	SERVICE COMPONENTS	SUPPLIES	\$225.21	\$225.21
203055	621-7501-551.31-51	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$226.15	\$226.15
	621-7501-551.31-65		SUPPLIES	\$133.37	\$133.37
203059	621-7501-551.21-07	SUBURBAN ACCENTS INC	LETTERS ON AUTO	\$450.00	\$450.00
203065	621-7501-551.31-51	TERMINAL SUPPLY CO	LIGHTTECH	\$63.44	\$63.44
203078	621-7501-551.21-07	ULTRA STROBE COMMUNICATIONS INC	REMOVAL/INSTALL EQUIPMENT	\$2,000.00	\$2,000.00
203093	621-7501-551.22-03	ROSS VLIENER	TRAINING REIMBURSEMENT	\$147.00	\$147.00
203096	621-7501-551.31-51	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	\$237.60	\$1,152.84
			VEH MAINTENANCE SUPPLY	\$915.24	
203099	621-7501-551.21-07	WIRFS INDUSTRIES INC	REPAIR LEAK	\$108.50	\$108.50
203101	621-7501-551.31-65	Y-PERS INC	PADS	\$125.22	\$125.22
Total Division:				\$22,006.33	
Total Department:				\$22,006.33	

Check Date: 2016 - 11 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, November 16, 2016
Page 32

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 90 Capital					
Division: 1					
202999	505-9001-571.50-25	MIDWEST CHLORINATING & TESTING	DERBYSHIRE CHLORINATING	\$919.00	\$919.00
Total Division:				\$919.00	
Total Department:				\$919.00	

Check Date: 2016 - 11 - 15

WARRANT REGISTER - GM0002

Date: Wednesday, November 16, 2016
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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amt
Department: 99 Non Operating					
Division: 1					
202997	515-9901-525.40-83	METROPOLIS COMMERCIAL CONDO ASSN	CAM CHARGE	\$5,776.42	\$5,776.42
	515-9901-525.40-92		BUILDING RESERVE CHARGE	\$1,199.90	\$1,199.90
Total Division:				\$6,976.32	
Total Department:				\$6,976.32	
TOTAL ALL FUNDS:				\$1,449,526.34	



Item: Report of the Committee-of-the-Whole Meeting of November 16, 2016 - Tax Levy

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of November 16, 2016

Final Recommendation of Committee-of-the-Whole to Board of Trustees for the 2016 Property Tax Levy payable in 2017

Trustee Scaletta moved, seconded by Trustee Rosenberg that the Committee-of-the-Whole recommend to the Village Board to authorize staff to prepare the Village's and the Arlington Heights Memorial Library's 2016 Tax Levy Ordinance reflecting an estimated total Tax Levy of \$47,728,041 or a 1.38% increase over the 2015 extended Tax Levy for the Village and Library portion of the Levy. The motion passed unanimously.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of November 16, 2016 - 2017 Budget

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of November 16, 2016

Final Recommendation of Committee-of-the-Whole to Board of Trustees for the 2017 Budget

Trustee Glasgow moved, seconded by Trustee Farwell that the Committee-of-the-Whole recommend to the Board of Trustees that the Board approve the proposed 2017 Budget as amended through the review process. The motion passed unanimously.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of November 21, 2016

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of November 21, 2016

Consideration of recommending to the Liquor Commissioner the issuance of a Class "A" Liquor License to Via Arenella Ristorante, Inc., dba Via Arenella Ristorante & Pizzeria, located at 1609 W. Campbell.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Marathon Gas Station - 1706 W. Northwest Highway - PC#16-016

Department: Planning & Community Development

Project Update

The issue of 24 hour operations was raised during the recent Village Board meeting on November 7th, 2016, relative to the proposed Marathon Gas Station redevelopment at the above referenced address. On November 14th, the Village received a copy of the Fuel Dealer Agreement and a copy of BP Supply Agreement from the petitioner.

The Legal Department has analyzed both documents and notes the following:

1. The Fuel Dealer Agreement affirms that the petitioner has agreed to 24/7 operations "according to the preferred method of operation".
2. The BP Supply Agreement appears to allow for modifications to proposed hours of operation, provided that the petitioner obtains approval from the Regional Sales Manager at BP.

The petitioner has maintained his desire for 24 hour operations and has offered the following relative to his request:

1. Over one million dollars will be spent on the renovations of the building and property.
2. The residents who oppose the 24 hour operations do not directly abut the subject property.
3. The resident who lives in the home directly abutting the subject property (to the rear) is not opposing the 24 hour operations.
4. The petitioner does not believe that 24 hour operations at the gas station will create undue noise or disturb the neighboring residents.
5. The petitioner alleges that the previous property owner owed a significant amount of money in unpaid property taxes and believes that their lack of 24 hour operations contributed to the fact that they could not earn sufficient profit to pay their property taxes (the previous owner was open for 8 hours per day).

6. The Marathon Gas Station located at 102 W. Northwest Highway within the Village of Arlington Heights is open 24 hours and is adjacent to residential dwellings.

7. The ability to operate 24 hours a day is necessary to stay in business, and redevelopment of the gas station would not be viable without the ability to be open for 24 hours a day, seven days a week.

In efforts to address neighbor concerns, staff has asked the petitioner to consider hours of operation between 5 a.m. – 12:00 a.m. The petitioner has requested consideration by the Board to maintain 24 hour operations.

Plan Commission Recommendation

A public hearing was held by the Plan Commission on October 26, 2016 where Commissioner Warskow moved and Commissioner Green seconded:

A motion to recommend approval to the Village Board of Trustees of PC#16-016, a Special Use to allow an Auto Service Station with Convenience Mart within the B-2 District; A variation from Section 11.2-8 to reduce the minimum width of drive aisles to 17' where code requires 24' in width; and A variation from Section 6.15-1.2(b) to waive the requirement for landscape islands at the ends of all parking rows.

This approval is subject to the following conditions:

1. The subject property owner must remove and sod the 10' alley and alley approach and restore the parkway and add curb in the area at a future date, upon request of the Village.
2. Prior to issuance of a building permit, the petitioner must submit a photometric plan for review and approval by the Village.
3. Prior to issuance of a certificate of occupancy, the petitioner must provide verification of compliance with all State Fire Marshal requirements.
4. As part of the building permit submittal, the petitioner should submit engineering plans showing the existing grade on the site and the proposed drainage patterns for review and approval by the Village.
5. As part of the building permit submittal, the petitioner should submit a revised fire truck turn exhibit for review and approval by the Village.
6. The petitioner shall revise the landscaping to comply with comments 1 thru 5 on the landscape review letter dated 10-21-16.
7. Dumpster enclosure shall be constructed of masonry material to match the building.

8. The curbs on the subject property shall be revised as per Exhibit I.
9. Compliance with all Design Commission conditions.
10. The petitioner shall comply with all applicable federal, state and local codes, regulations and policies.

Roll Call Vote: Commissioners Cherwin, Drost, Green, Jensen, Sigalos, Warskow and Acting Chairman Ennes voted in favor. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Staff Report	Report
PC Minutes 10/26/16	Minutes
Aerial	Exhibits
DC Staff Report	Board or Commission Report
DC Minutes	Minutes
Plat of Survey	Exhibits
Project Narrative	Exhibits
Justification for Special Use	Exhibits
Site Plan, Elevations, Floor Plans	Exhibits
Department Comments - Round 1	Correspondence
Petitioner Response to Department Comments - Round 1	Correspondence
Department Comments - Round 2	Correspondence
Petitioner Response to Department Comments - Round 2	Correspondence
PC Timeline Tracker	Exhibits

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: October 26, 2016
Date Prepared: October 21, 2016
Project Title: Marathon Gas Station Redevelopment
Address: 1706 W. Northwest Highway

BACKGROUND INFORMATION

Petitioner: Steven Chacko
Address: 1706 W. Northwest Highway
 Arlington Heights, IL 60004

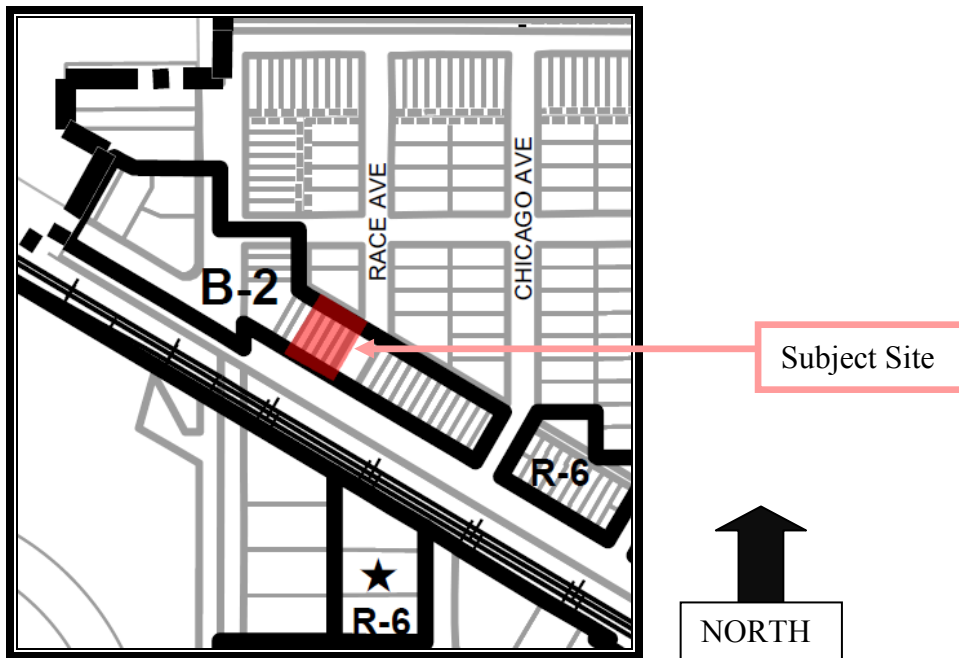
Existing Zoning: B-2, General Business District

Requested Action:

- Special Use Permit to allow an Auto Service Station with Convenience Mart within the B-2 District.

Variations Identified:

- Variation from Section 11.2-8 to reduce the minimum width of drive aisles to 17' where code requires 24' in width.
- Variation from Section 6.15-1.2(b) to waive the requirement for landscape islands at the ends of all parking rows.

**Surrounding Properties:**

Direction	Zoning	Existing Use	Comprehensive Plan
North	R-3, One-Family Dwelling District	Single-family Home	Single-Family Detached
South	B-3, General Service, Wholesale, and Motor Vehicle District	Metra railroad tracks	Commercial
East	B-2, General Business District	Commercial	Commercial
West	B-2, General Business District	Mixed Use (Commercial and Residential)	Commercial

Background:

The subject property is approximately 0.29 acres in size and is developed with a gas station and convenience store/auto repair business. The existing building is roughly 1,300 square feet in size and is occupied mostly by the auto repair business, with a small section of the building used for the convenience store. Access to the site comes from two curb cuts along Northwest Highway, and two curb cuts on Race Avenue. Access along Northwest Highway is under the jurisdiction of IDOT, while Race Avenue is a Village street.

Automobile Service Stations, with or without a convenience store, are classified as a special use within the B-2 District. Staff has researched the existing automobile service station and found no record of a Special Use Permit for an automobile service station at this location. Since the petitioner is interested in removing the auto repair portion of the site to allow expansion of the convenience store to occupy the entire building, the site must now obtain the required Special Use Permit to conform with code requirements.

The remodeled store is proposed as a BP gas station and would have a total of two employees. In conjunction with the interior remodel, the property owner is also proposing significant upgrades to the façade of the building as well as modifications to the site and parking lots.

Zoning and Comprehensive Plan

As indicated above, the property is within the B-2, General Business District, and all "Automobile Service Stations" are classified as a special use within the B-2 District. Therefore, a Special Use Permit is required. The petitioner must demonstrate conformance to the following criteria necessary for Special Use Permit approval:

- A. That said special use is deemed necessary for the public convenience at this location.**
- B. That such case will not, under the circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.**
- C. That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**

The petitioner has submitted a written response to the above criteria. Staff concurs with the petitioner that the necessary standards for Special Use Permit approval have been met. The subject property has existed as a gas station for over 30 years without creating a detrimental effect on the vicinity, and its continuing use as a gas station will not be detrimental to the health, safety, morals, or general welfare of the vicinity.

The Village's Comprehensive Plan designates the future use of the subject property as "Commercial". The proposed use is therefore consistent with the Comprehensive Plan.

Plat and Subdivision Committee

The Plat and Subdivision Committee met on July 13th to discuss the proposed special use. The subcommittee did not identify any major issues with the preliminary proposal and encouraged the applicant to move forward.

Design Commission

The Design Commission met on July 26th to discuss the proposed exterior changes. The minutes from that meeting are attached. The Design Commission voted to approve the application subject to the following changes:

1. The rooftop mechanical screen shall match the tan EIFS color.
2. Work with Staff on the final landscape design.
3. The monument ground sign is approved as submitted. (note: the petitioner stated that they actually want a 14' tall ground sign, and if this change is made, then the Design Commission wants to review it)
4. The stone base on the front of the building shall be continued to the edge of the wing wall.

Site Plan

The current site is not well maintained and is in a deteriorated state. The parking lot is not striped and miscellaneous automobiles are stored in a gravel area in the northwest corner of the site. Additionally, a 20' wide asphalt alley runs along the rear of the property, which alley was vacated in 2005. Half of the alley was transferred to the subject property, the other half was transferred to the residential property on the opposite side of the alley. The pavement in the alley is in a state of disrepair and must be

resurfaced, and the long-term plan is to remove and replace the alley with greenspace at a time when the neighboring residential property is redeveloped or when the adjacent property owner agrees to remove the pavement and install landscaping.

Through-out the review process, the petitioner has worked closely with staff in order to develop an appropriate site plan. The current iteration of the site plan reflects these efforts and represents an improvement over the existing facility. The petitioner has proposed the addition of landscape beds and the removal of the gravel area in the northwest corner of the site (to be replaced with landscaping and sod), which will help to improve the appearance of the subject property. Additionally, there are deteriorating pavement areas in the rear of the site and within the alley area that will be resurfaced in the immediate future and removed in the long-term future.

The applicant has proposed the creation of parking spaces via the re-stripping of the parking lot, which will bring the site closer into compliance with current parking regulations. Curbing has been proposed along landscape beds and along the exterior of the site. However, curbs have been proposed in areas where they are not needed, and some gaps exist in areas where they are needed (see Exhibit I attached). Therefore, as a condition of approval, staff recommends adding and removing certain curbs as shown on Exhibit I. As part of the building permit process, the applicant will be required to submit engineering plans showing the existing grade and the proposed drainage patterns to ensure compliance with all storm water management regulations.

Given the 13,500 square foot sized site, it has been challenging to add the required parking spaces while also meeting minimum drive aisle restrictions. Some drive aisles do not meet the minimum widths as required by code, and therefore certain Variations are needed to reduce the minimum drive aisle width requirements. Specifically, on the west side of the site in between the pump and the handicap parking space, the drive aisle is proposed at 18'. On the east side of the site between the edge of the parking spaces and the 4' wide landscape island, only 20' of drive aisle width is present. Finally, between the north side of the northern most spaces adjacent to the gasoline pumps and the building there is only 17' of drive aisle width. Staff is supportive of these variations as they allow for the addition of striped parking areas including a newly added handicap parking space, the addition of landscape beds, and the aisle width reductions are in locations that are not expected to be highly trafficked.

Staff has worked with the petitioner to come up with a plan for the vacated alley area that makes up the rear 10' of the subject property. As previously mentioned, half of the alley (10' in width) belongs to the subject property owner, and the other half of the alley (10' in width) belongs to the property owner on the opposite side of the alley. This property is a single-family house owned by the owner of Jimmy's D's District Restaurant, which abuts the subject property to the northwest. It was agreed upon by both owners that the best solution for the alley area at this time, rather than to be removed and sodded, was to be resurfaced in the areas where the pavement is deteriorating. Additionally, a 6' tall privacy fence has been proposed for much of the rear property line in-between the subject property and the alley pavement, which will provide for additional screening for the residential property to the north. A condition of approval has been added that will require the portion of the alley on the subject property and the alley approach to be removed replaced with greenspace, upon the request of the Village. The long-term plan is for this alley to be removed if/when the abutting property owner to the north desires to redevelop the property or agrees to remove the pavement, and coordination on the removal of the entire alley can be accomplished at that time.

The site has not dispensed gas for two years and it has come to the Village's attention that several violations exist from the Office of the State Fire Marshal (OSFM), which regulates gasoline fueling operations. As such, staff has recommends a condition of approval that mandates compliance with all OSFM regulations prior to building occupancy.

As part of this project, a dumpster enclosure will be constructed in the rear of the building. The gates will have a metal panel painted grey or black, and the walls of the enclosure appear to be masonry to match the walls of the building. The petitioner has verbally acknowledged that the enclosure walls will be brick to match the building, however, the enclosure materials are not noted on the plans and a condition of approval formalizing such is needed. This condition of approval has been included below.

Landscaping

The petitioner is proposing a new landscape island along Race Avenue, and has added landscaping along the side and rear of the property. However, the petitioner should intensify the plantings, especially in the landscape bed along Race Avenue and along the western and northern property lines. Staff has recommended alternate landscape materials be used that will be salt-tolerant and provide better screening. Additionally, staff has recommended additional plant units in order to intensify the landscape screen.

These recommended changes are consistent with the Design Commission approval condition requiring the applicant to work with staff on the final landscape design.

The petitioner is requesting Variation relief to waive the requirement for a landscape island at the end of each parking row. Due to the small size of the site and the need to work within the existing layout, it would be impractical to add the code required landscape islands. Therefore, staff supports the proposed variation.

Traffic & Parking

Section 6.12-1(3) of the Chapter 28 requires a detailed traffic study prepared by a licensed traffic engineer for all Special Use Permits greater than 5,000 square feet if located along a Major or Secondary Arterial. Since the subject property contains less than 5,000 square feet of floor area, the detailed traffic study is not required. Exhibit II (attached) outlines the code required parking and the proposed parking. Based on staff evaluation, the site conforms to all parking requirements.

The petitioner had originally provided a fire truck auto turn diagram which met the standards of the Fire Department, however, the auto turn diagram should be updated to reflect the current iteration of the site plan, which shall be subject to review and approval by the Village. A condition of approval has been added to reflect this.

RECOMMENDATION

The Staff Development Committee reviewed the proposed request and generally supports the proposed Special Use, subject to the following:

1. The subject property owner must remove and sod the 10' alley and alley approach and restore the parkway and add curb in the area at a future date, upon request of the Village.
2. Prior to issuance of a building permit, the petitioner must submit a photometric plan for review and approval by the Village.
3. Prior to issuance of a certificate of occupancy, the petitioner must provide verification of compliance with all State Fire Marshal requirements.
4. As part of the building permit submittal, the petitioner should submit engineering plans showing the existing grade on the site and the proposed drainage patterns for review and approval by the Village.
5. As part of the building permit submittal, the petitioner should submit a revised fire truck turn exhibit for review and approval by the Village.
6. The petitioner shall revise the landscaping to comply with comments 1 thru 5 on the landscape review letter dated 10-21-16.
7. Dumpster enclosure shall be constructed of masonry material to match the building.
8. The curbs on the subject property shall be revised as per Exhibit I.
9. Compliance with all Design Commission conditions.

October 21, 2016

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1560

The site plan for Northwest Highway shows a property with several key features and proposed changes:

- Property Line:** Located at the top of the plan, with a 10' area needing repair and sealing, and a new solid wooden fence to be added.
- Neighbor Property Area:** Located to the north of the property line.
- ASPHALT PAVED AREA AND REPLACED:** A cloud-shaped area in the upper right section.
- ROD RUN ENCLOSURE GATE:** A gate located in the upper right section.
- REMOVE EXISTING GRAVEL AREA WITH IN NEW SODDING TO BE ADDED:** A cloud-shaped area in the upper left section.
- NEW 5 BOARD-ON-BOARD FENCE:** A fence line running along the left side of the property.
- EXISTING CONCRETE ISLAND W/ DISPENSER NO CHANGE:** A concrete island located in the lower left section.
- EXISTING CANOPY NO CHANGE:** A canopy located in the lower left section.
- EXISTING CONCRETE PAVED NO CHANGE:** A paved area located in the lower left section.
- EXISTING PUMP NO CHANGE:** A pump located in the lower left section.
- EXISTING FLAG POST:** A flag post located in the lower right section.
- EXISTING GAS STATION SIGN TO BE REMAIN:** A sign located in the lower left section.
- NEW FENCE:** A fence line running along the right side of the property.
- EXISTING DRIVE WAY NO CHANGE:** A driveway located on the right side of the property.
- RACE AVE:** A street located on the right side of the property.
- NORTHWEST HIGHWAY:** A street located at the bottom of the property.

5 of 4

Exhibit II – Parking Analysis

ADDRESS	TENANT	CODE USE	GROSS SQUARE FOOTAGE	NUMBER OF EMPLOYEES	NUMBER OF SERVICE BAYS	PARKING REQUIREMENT	PARKING REQUIRED
1706 W. Northwest Highway	Marathon Gas Station	Retail Store	1,307	N/A	N/A	1 per 300 sq. ft.	4
		Auto Service Station	N/A	2	0	1 per employee plus 3 per service bay	2
	Total Required		1,307				6
	<i>Total Provided (includes spaces adjacent to gas pumps)</i>						13
	Surplus / (Deficit)						7

Handicap Parking Required	1
Handicap Parking Provided	1

APPROVED

PLAN

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

COMMISSION

RE: MARATHON GAS STATION-1706 WEST NORTHWEST HIGHWAY - PC# 16-016
SPECIAL USE FOR AUTO SERVICE STATION

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 26th day of October, 2016 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Acting Chairman
LYNN JENSEN
MARY JO WARSKOW
BRUCE GREEN
GEORGE DROST
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner

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ACTING CHAIRMAN ENNES: Let's get our meeting started. Would you all rise and follow with me in the pledge of allegiance?

(Pledge of allegiance.)

ACTING CHAIRMAN ENNES: I'd like to call this meeting of the Plan Commission to order. I think our first item is approval of minutes. Has everybody reviewed --

MR. HUBBARD: Roll call.

ACTING CHAIRMAN ENNES: Would you like to take attendance first?

MR. HUBBARD: Yes, please. Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Ennes.

ACTING CHAIRMAN ENNES: Present.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Lorenzini.

(No response.)

ACTING CHAIRMAN ENNES: Okay, we have minutes from last week's meeting.

COMMISSIONER GREEN: I would like to make a motion for approval. They're dated 10/13/16.

COMMISSIONER CHERWIN: Second.

ACTING CHAIRMAN ENNES: Is there a second? Second. All in favor?

(Chorus of ayes.)

ACTING CHAIRMAN ENNES: Any opposed?

(No response.)

COMMISSIONER WARSKOW: I was not at the meeting.

COMMISSIONER SIGALOS: I abstain, I was not at the meeting also.

ACTING CHAIRMAN ENNES: Our first hearing is PC# 16-016, the Marathon Gas Station at 1706 West Northwest Highway for a special use permit. Is the Petitioner here? Sam, have all the legal notices been presented?

MR. HUBBARD: Yes, they have been.

ACTING CHAIRMAN ENNES: Could I ask the Petitioner to come forward? Is there anyone else that will be talking with you?

MR. KHAN: We are the design team, Maqbool Khan, George Simoulis, and the owner is here if you have any questions.

ACTING CHAIRMAN ENNES: Could I ask you to raise your hand and let me swear you in?

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(Witnesses sworn.)

COURT REPORTER: ACTING CHAIRMAN ENNES: If you would state your name, spell it for the court reporter?

MR. KHAN: Maqbool Khan, M-a-q-b-o-o-l, last name is Khan, K-h-a-n.

COURT REPORTER: MR. SIMOULIS: My name is George Simoulis, S-i-m-o-u-l-i-s. I'm the architect on the job.

ACTING CHAIRMAN ENNES: Would you tell us about your project?

MR. HUBBARD: You guys can put your boards on the easel if you want.

MR. KHAN: This is the existing Marathon Gas Station and we are --

COURT REPORTER: MR. HUBBARD: Could you use the mic to give your presentations for the court reporter?

MR. KHAN: The existing one is the Marathon Gas Station. My client bought it out and we have the contract, and we are changing from Marathon to the BP. Whatever the requirements from the BP, we are trying to fulfill it and putting the project together.

ACTING CHAIRMAN ENNES: Would you like to go into more details about it?

MR. KHAN: What we are doing is we are doing just interior and exterior elevation of this project. This already has the existing gas station. There's two bays that we are converting to the C store with walk-in cooler in it. Exterior, what we do is there is some BP station, BP has their own rules on this and that, so we have to take care of that. Plus the storefront, complete removal for the storefront with the facade. We have a painted brick so we're going to be washing it out, putting this kind of stone at the bottom. That's the plan.

ACTING CHAIRMAN ENNES: You're asking for a couple of variations. Why do you need these?

MR. KHAN: Just for the BP. It has some requirements that we have to do to fulfill it.

ACTING CHAIRMAN ENNES: Is that all you have?

MR. KHAN: Yes.

ACTING CHAIRMAN ENNES: Sam, would you give us the Staff report?

MR. HUBBARD: Sure, yes. So, as you heard, the Petitioner would like to remodel the existing gas station. Currently, there is an auto repair use located in about two-thirds of it, and one-third is a convenience store. So, what they want to do is remove the auto repair use, expand the convenience store so that it occupies 100 percent of the existing gas station. They're also going to reopen the pumps. There are four pumps on site and they're not currently pumping gas. But the plan is to re-utilize them to sell gas in there once again.

So, the property is zoned B-2, and all gas stations in the B-2 Zoning District are required to have a special use permit. When the Applicant first approached us to discuss this project, we did some research and found that there was no special use permit for this particular site. So, the desire to expand the convenience store is now triggering the requirement to obtain a special use permit.

Additionally, the Applicant is requesting two variations, and I'll get into a little bit more detail later on in the presentation here. Here you see the aerial of the site. You will notice in the back, there is an alley that's been vacated but it's currently paved and in kind of a deteriorated condition. When the alley was vacated, half of it went to the subject property and the other half was transferred to the property on the other side to the north.

So, you can see here, this is a picture of the alley. It's not in very

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good condition and it does need some improvements. The property line is pretty much right through the center of the alley and it's shared of course between the two properties. We had asked the Petitioner to work with the adjacent property owner during the Plan Commission process to come up with some sort of a plan for the alley area. As it turns out, that adjacent property owner is the same owner as the Jimmy D's Restaurant just on the other side of the subject property, so that's a rental property. Neither of the property owners seem to want to remove that area. They were happy with it as a pavement.

So, Staff has asked that they repair the pavement. The Petitioner is going to make some other improvements back here, all of this, you know, gravel area, the patch of grass, it's going to be replaced with sod. This pavement area is going to be repaired and replaced. There is going to be some landscaping put along this edge here and a fence as well.

So, we did recommend a condition of approval that upon the request of the Village, we have the right to ask that this alley area be removed, and the approach be removed and curb be replaced and parkway restored. We don't anticipate acting on this until such time as the neighboring property owner to the north wants to come forward with redevelopment. At that point, we may like this alley to be returned to green space.

This is a street view of the property from Northwest Highway. As you can see, the site is pretty tight. It's only about 13,000 square feet. There is going to be some landscaping added along the side here, and of course these service bays will be removed. They're going to be adding a new facade on the exterior of the gas station.

This did appear before the Design Commission and it did receive a recommendation of approval subject to certain conditions. So, we did recommend that approval of the application this evening be linked to those conditions of approval by the Design Commission.

Here is the existing site plan and the proposed site plan. As you can see, a lot of landscaping is going to be added along this side as well as the side here to the north, the fence along the rear property line. These parking spaces are going to be created to the rear and on the side of the building as well as in the front, and a landscape island is going to be installed along the Race Avenue side.

So, this brings me to the subject of some of the variations. The first one was a reduction in minimum width for drive aisles. They're required to be 24 feet wide. Because the subject property is kind of tight, there are certain locations where the drive aisle widths aren't going to meet that 24 feet requirement. Staff is comfortable with the variations because it does allow the required parking to be added. It allows some additional landscaping to be added. We understand that the site is pretty unique in that it's so tight and these reduction in drive aisle widths aren't in high traffic locations.

There is also a landscaping requirement to add a landscape island at the edge of all parking rows. Again, because the site is so tight, there's really not much room. So, that's the second variation that the Petitioner has requested. With the elimination of that requirement, Staff is supportive of this variation as well because the Petitioner is making such other landscaping improvements to the site. Because it's tight, it really wouldn't fit, those landscape islands.

There were some gaps in some of the landscaping and a few outstanding issues with regards to the proposed species types. So, we have recommended a condition of approval that the Applicant work to address those outstanding items.

When it comes to parking, the site is compliant. So, essentially this is

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just a reuse of the existing gas station with some improvements to the exterior of the building and to the site.

So, I've touched on probably some of the most important conditions of approval that we're recommending. But we are supportive of the application and we are recommending approval subject to conditions 1 through 10. I'm happy to get into more detail on those conditions if you'd like or answer any questions.

ACTING CHAIRMAN ENNES: Has the Petitioner seen conditions 1 through 10?

MR. KHAN: Yes, we have.

ACTING CHAIRMAN ENNES: Do you agree with those?

MR. KHAN: Yes, we do.

ACTING CHAIRMAN ENNES: Do I have a motion to approve the Staff report?

COMMISSIONER DROST: I'll make that motion.

ACTING CHAIRMAN ENNES: Is there a second?

COMMISSIONER CHERWIN: Second.

ACTING CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

ACTING CHAIRMAN ENNES: Anyone opposed?

(No response.)

ACTING CHAIRMAN ENNES: Motion carries. What we will do now is start with questions from the Commissioners, and we'll start down with Commissioner Jensen and move on from there.

COMMISSIONER JENSEN: I don't really have any questions. I think this is a good thing to do with this particular area. The only clarification I have, I wasn't exactly clear where the garbage enclosure is going to be in that arrangement.

MR. HUBBARD: It's pretty small. Okay, if you can see here, it's kind of right in this location here.

COMMISSIONER JENSEN: So, it will be easily accessible where it shouldn't be a problem even with those tighter --

MR. HUBBARD: Correct. The truck should be able to turn and access that. I don't know if you're planning to have a dumpster on rollers.

MR. KHAN: Yes.

MR. HUBBARD: That will also help.

COMMISSIONER JENSEN: Okay, I don't have any further questions at this point. Maybe later on.

COMMISSIONER WARSKOW: I don't have any questions.

ACTING CHAIRMAN ENNES: Bruce?

COMMISSIONER GREEN: My only question was, Sam, maybe you can answer it. In the back, are they going to add a curb to the alley or just fix the alley and leave it? Is that what they're going to do?

MR. HUBBARD: The plan is to add a curb, I think it's --

COMMISSIONER GREEN: Along the property line?

MR. HUBBARD: Along just where this fence is going to go as well, so the plan is showing the curb here right along this portion. The rest of the alley would not, you know,

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have curbs added. I think the long term plan would be to have that removed and replaced with green space.

COMMISSIONER GREEN: Okay, so that, okay, I've got you. I really have no other questions.

ACTING CHAIRMAN ENNES: Commissioner Cherwin?

COMMISSIONER CHERWIN: Yes. No, I actually saw this in the subcommittee. It sounds reasonable, their approach. I think it's a good project as has been said, with the development of the property and I think the conditions are reasonable, so I'm good with it. Thank you.

ACTING CHAIRMAN ENNES: Commissioner Sigalos?

COMMISSIONER SIGALOS: I think it's a good project. I just have one question. At the Plat & Sub, it seemed that the existing tanks, fuel pumps were recently replaced six years ago or what have you?

MR. KHAN: Yes.

COMMISSIONER SIGALOS: How long have they been not dispensing fuel from those?

MR. KHAN: I think it's about six months, four to six months. That's when we signed the contract with them.

COMMISSIONER SIGALOS: Okay, because I saw something here from the Building Department and Fire Safety Division, that anything over a year would have to be removed and replaced.

MR. KHAN: Yes, yes. We understand that part. So, yes, about four to six months, something like that. If you needed any inspection or anything, we will follow that, we will take care of that one.

COMMISSIONER SIGALOS: I have no other questions. I think it's a good improvement.

MR. KHAN: Thank you very much.

ACTING CHAIRMAN ENNES: Commissioner Drost?

COMMISSIONER DROST: Yes, I think it's a good improvement, too. Having experience with BP, they're a good franchiser. Taking the automobile repair and making it into a convenience food store makes a lot of sense. That sort of ties in with another Marathon Station at Campbell and Wilke, it's on the northeast corner there. They have autos there or auto storage, and I don't think it was really in keeping with the design. This will I think be an improvement, and maybe you guys can make a deal on that Wilke and Campbell property, too.

MR. KHAN: Definitely, if it is open, then we will try.

COMMISSIONER DROST: Yes.

ACTING CHAIRMAN ENNES: Anything else?

COMMISSIONER DROST: No.

ACTING CHAIRMAN ENNES: I wasn't at Plat & Sub, I have just a couple of quick questions. The alley has been vacated, Sam?

MR. HUBBARD: It has, yes.

ACTING CHAIRMAN ENNES: Now, when an alley like that is vacated, does the land revert back to the adjoining property owners?

MR. HUBBARD: Yes, typically the abutting property owners on each side would get half of the alley, and that's what happened in this situation.

ACTING CHAIRMAN ENNES: I noticed you mention that you were going to

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reach out to the adjoining property owner and see if he wanted to sell that to you?

MR. KHAN: Yes, we did. We did approach him and talk to him already in a couple of meetings with my client and myself. I think the neighbors are here, too. They are here in the back, that's his brother. So, whatever that we have to do to re-pave and repair and maintain, then we will do it.

ACTING CHAIRMAN ENNES: What's the process of transferring that back to them? Would you be interested in moving your lot back to take advantage of the alley and make your property bigger?

MR. KHAN: Yes, definitely, if the neighbors want to sell it. I'm sure we're more than willing to look into that.

ACTING CHAIRMAN ENNES: That's all I have. Does anybody in the audience have any questions? As to the Petitioner, you can sit down.

QUESTIONS FROM AUDIENCE

MR. DEMARAKIS: We own the property adjacent. My name is George Demarakis. I live at 914 North Race Avenue, and we're the house that's directly behind there.

ACTING CHAIRMAN ENNES: Okay.

MR. DEMARAKIS: On the north side. One of the things that, our concern originally when they approached us about it was with that alley, providing the gas station towards us, it gets closer to our residential property that we live at. So, we wanted to make sure there weren't vehicles or cars coming down that way in kind of a traffic pattern. So, we really didn't want to lose the opportunity to keep that alley as an alley in the current condition.

We did work with them as we communicated to say we will re-pave and help clean that alley up to the, all the way to the end of the drive. Right now, my brother and I, part of that alley is used, too, with cars coming there once in a while. So, that was kind of one of the discussions where if we ever needed to use that alley, we would like to keep it. That was one of the --

ACTING CHAIRMAN ENNES: Is the alley used now?

MR. DEMARAKIS: Once in a while a car might park out there if we need to, my car or my brother's car for the restaurant. That was kind of in the agreement.

ACTING CHAIRMAN ENNES: Thank you. But the alley has already been vacated?

MR. HUBBARD: It has, yes.

ACTING CHAIRMAN ENNES: So, half of what they're parking on is their property?

MR. HUBBARD: Correct.

ACTING CHAIRMAN ENNES: So, you're trying to work out something on that with them?

MR. DEMARAKIS: Yes.

ACTING CHAIRMAN ENNES: Well, that's, I don't believe that's, what happens to it isn't a matter of our hearing, so that's up to you, gentlemen. Anybody else from the audience? If you would state your name and spell it and give us your address for the court reporter?

MRS. DiGIOVANNI: Diane DiGiovanni, 927 North Race Avenue.

MR. DiGIOVANNI: Tom DiGiovanni, 927 North Race Avenue. We were

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wondering --

property?

ACTING CHAIRMAN ENNES: Where do you live in relationship to the

MRS. DiGIOVANNI: We live across the street.

MR. DiGIOVANNI: We were wondering if the hours are set for the operation of the gas station or the convenience store and what would be sold.

ACTING CHAIRMAN ENNES: That I'm not aware of. What are the hours you're proposing for the gas station?

MR. CHACKO: It would be 24 hours --

ACTING CHAIRMAN ENNES: Would you come forward and give us your name and spell it for the court reporter?

MR. CHACKO: My name is Stephen Chacko, Stephen, S-t-e-p-h-e-n, Chacko, C-h-a-c-k-o. Actually this BP requirement is 24 hours. I would like to open us 24 hours as the C store and fuel center.

ACTING CHAIRMAN ENNES: Are the hours part of the petition, Sam?

MR. HUBBARD: No, not necessarily. I mean if it's a concern to the Plan Commission, there could be items that we can look at in the conditions to address if there are concerns over the hours. Certainly they have to comply with any business license restrictions. I'm not aware of any restrictions in that regard, business license that you have to comply.

COMMISSIONER JENSEN: What were the hours for the Marathon Station?

MR. DiGIOVANNI: It was basically open until about 8:00 at night.

COMMISSIONER JENSEN: 8:00 at night, open at 5:00 or 6:00 in the morning or 7:00?

MR. DiGIOVANNI: It was open basically between 6:00 and 7:00. I was just wondering if there's going to be liquor sold there, if there's going to be problems. Or is it just maybe beer and soda and stuff?

ACTING CHAIRMAN ENNES: There's nothing about a liquor permit.

MR. HUBBARD: Yes, the Village would have to approve a liquor license if the Applicant applies.

MR. DiGIOVANNI: Would that be another commission?

MR. HUBBARD: I mean there is a Liquor Commission. It's not a public hearing, but there is an application process.

ACTING CHAIRMAN ENNES: That's up to the Trustees and the Mayor. That's not something that we would consider.

MRS. DiGIOVANNI: Are there many 24-hour operations?

ACTING CHAIRMAN ENNES: He said he wants to have 24 hours.

MRS. DiGIOVANNI: I know. Are there many others in Arlington Heights?

ACTING CHAIRMAN ENNES: That I don't know.

MRS. DiGIOVANNI: It just seems incongruent with the residential area that's quite close to it. Also, I'll tell you something else, Ken, in his last months of operation, was only operating the service, he did not use those tanks for a long time. You would have to talk to Ken but I think it's more than six months.

MR. DiGIOVANNI: Maybe closer to a year, I think. He stopped pumping gas but it remained a service station.

MR. HUBBARD: Yes, the Village is aware of some issues with the pumps. I know they're mentioned in the Staff report about some issues with the State Fire Marshal. But the

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Applicant is going to resolve those issues prior to opening.

MR. DiGIOVANNI: So, in other words, the residents don't have any say if liquor is sold and the hours they're open?

ACTING CHAIRMAN ENNES: Liquor is not being considered here to approve. They're not applying for liquor sales.

MRS. DiGIOVANNI: Do the residents get any consideration if they object to the 24 hours?

ACTING CHAIRMAN ENNES: You can absolutely talk to the Village Trustees and the Mayor.

COMMISSIONER DROST: I think the Marathon on Northwest Highway and Vail is 24/7. That's a Marathon, too. Are you familiar with that station? That's a 24/7, isn't it?

MRS. DiGIOVANNI: But the way that situation is, is that's more of a --

COMMISSIONER DROST: Yes, I understand. But I'm just trying to address the anecdotal closest to the neighborhood.

MRS. DiGIOVANNI: Okay, I just wanted to, you know, that there is a contrast here with the residential.

COMMISSIONER DROST: Yes. I think Commissioner Ennes' point as far as the hours and, you know, terms of operation, there will be a date that will be given to, for the Village Trustees to hear it.

MRS. DiGIOVANNI: Okay, thank you.

COMMISSIONER DROST: So, you will get your say.

ACTING CHAIRMAN ENNES: Is there anybody else that wishes to be heard? No? Is there a motion? I'll close the public hearing, and is there a motion?

COMMISSIONER WARSKOW: I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 16-016, a Special Use Permit to allow an auto service station with convenience mart within the B-2 District; a Variation from Section 11.2-8 to reduce the minimum width of the drive aisles to 17 feet where code requires 24 feet in width; and a Variation from Section 6.15-1.2(B) to waive the requirement for landscape islands at the ends of all parking rows.

This approval is subject to the following conditions:

- 1. The subject property owner must remove and sod the 10-foot alley and alley approach, and restore the parkway and add curb in the area at a future date upon request of the Village.**
- 2. Prior to issuance of a building permit, the Petitioner must submit a photometric plan for review and approval by the Village.**
- 3. Prior to issuance of a Certificate of Occupancy, the Petitioner must provide verification of compliance with all State Fire Marshal requirements.**
- 4. As part of the building permit submittal, the Petitioner should submit engineering plans showing the existing grade on the site and the proposed drainage patterns for review and approval by the Village.**
- 5. As part of the building permit submittal, the Petitioner should submit a revised fire truck turn exhibit for review and approval by the Village.**
- 6. The Petitioner shall revise the landscaping to comply with comments 1**

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through 5 on the landscape review letter dated 10/21/16.

7. **Dumpster enclosure shall be constructed of masonry material to match the building.**
8. **The curbs on the subject property shall be revised as per Exhibit 1.**
9. **Compliance with all Design Commission conditions.**
10. **The Petitioner shall comply with all applicable federal, state, and local codes, regulations and policies.**

COMMISSIONER GREEN: I'd like to second then.

ACTING CHAIRMAN ENNES: Roll call.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Ennes.

ACTING CHAIRMAN ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: So, that is a recommendation of approval from the Village Plan Commission. We're tentatively scheduling this for the Village Board on the first meeting in November which I believe is on November 7th. So, you'll be required to attend that meeting, we can talk tomorrow and discuss next steps. Thank you.

ACTING CHAIRMAN ENNES: There's no other business before us, is that correct?

MR. HUBBARD: That's it for this evening.

ACTING CHAIRMAN ENNES: Okay, motion to adjourn?

COMMISSIONER WARSKOW: I'll make such motion.

ACTING CHAIRMAN ENNES: Second?

COMMISSIONER SIGALOS: Second.

ACTING CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

ACTING CHAIRMAN ENNES: Any opposed?

(No response.)

ACTING CHAIRMAN ENNES: We're adjourned.

(Whereupon, the meeting was adjourned at
7:55 p.m.)

STATE OF ILLINOIS)
) SS.

APPROVED

COUNTY OF K A N E)

I, RONALD 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.

RONALD LeGRAND, SR.

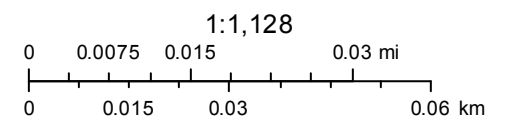
SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2016.

NOTARY PUBLIC

1706 W Northwest Highway - Aerial



July 8, 2016



STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Marathon Gas Station
Project Address: 1706 W. Northwest Highway
Prepared By: Steve Hautzinger

Date Prepared: July 20, 2016

PETITION INFORMATION:

DC Number: 16-084
Petitioner Name: Stephen Chakko
Petitioner Address: 1706 W. Northwest Highway
Arlington Heights, IL 60005
Meeting Date: July 26, 2016

Requested Action(s):

1. Approval of the proposed architectural design for the renovation of an existing gas station building and site.

ANALYSIS:

Summary

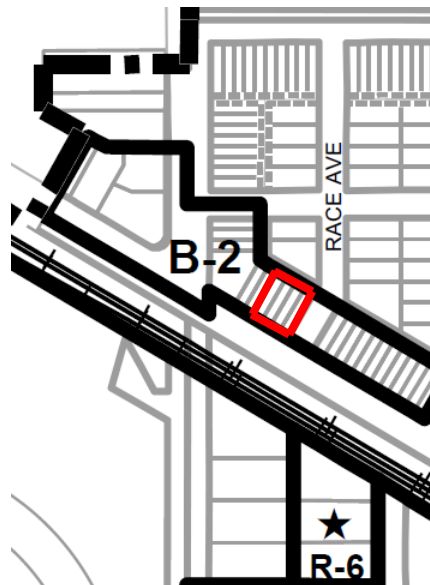
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

The petitioner is proposing a complete renovation of an existing Marathon gas station building and site. Two existing mechanic bays are proposed to be converted to an indoor food mart, and the exterior of the existing building will receive a complete makeover. The existing fuel pumps and canopy will remain, and will be converted from the "Marathon" brand to "BP" branding. The site will be improved with additional parking spaces, landscaping, and a new ground sign. This project does require review by the Plan Commission and approval by the Village Board as a Special Use.

SITE ANALYSIS



Aerial of Property



Zoning Map of Property

Surrounding Land Uses:

<i>Direction</i>	<i>Existing Zoning</i>	<i>Existing Use</i>	<i>Comprehensive Plan</i>
Subject Property	B-2, General Business District	Marathon Service Station	Commercial
North	R-3, One Family Dwelling District	Single Family Residence	Single Family Detached
South	B-3, General Service, Wholesale and Motor Vehicle District	Multi-Tenant Retail	Commercial
East	B-2, General Business District	Multi-Tenant Retail	Commercial
West	B-2, General Business District	Jimmy D's Restaurant	Commercial

Architectural Design:

The brick on the existing building is currently painted white. The petitioner is proposing to remove the paint to expose the existing reddish brick color, and the brick will be repaired and tuckpointed as needed. The existing mechanic's bay doors will be infilled with new clear anodized aluminum storefronts. A limestone base and new EIFS parapet wall completes the design. Overall, the proposed makeover will be a very nice improvement to the existing building, and the design fits well with the "BP" rebranding of the existing fuel pumps and canopy.

Mechanical and Dumpster Screening:

One new mechanical unit on the roof will be screened with a 4-sided screen system attached to the unit. It is recommended that the color of the mechanical screen be tan to match the EIFS wall color.

The trash area is located behind the building and will be screened with a wood fence and metal gates.

Landscaping:

New landscaping is proposed throughout the site, and a detailed review of the landscaping is being conducted by Staff and the Plan Commission for compliance with the landscaping code requirements, including: the lack of landscaped parking islands, screening along the roads, and improved screening between the residential property to the north.

Signage:

Signage is not included in this review, but it should be noted that the proposed monument ground sign is located within the 12-foot visibility triangle. The location of the ground sign will need to be adjusted to maintain a clear view from the driveway. It is recommended that the new sign be required to be a monument style sign (instead of pole mounted) as illustrated on the renderings.

All new signage is required to comply with Chapter 30, Sign Code, and separate sign permits are required for all signage.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed architectural design for renovations to the *Marathon Gas Station* located at 1706 W. Northwest Highway. This recommendation is subject to compliance with the plans received on 7/15/16, color renderings received 7/8/16, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following conditions:

1. A requirement that the color of the rooftop mechanical unit screen be a tan color to match the EIFS parapet wall.
2. A requirement that the ground sign be a monument style sign as illustrated on the renderings.
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 architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.

4. All signage must meet code, Chapter 30.

____ July 20, 2016

Steve Hautzinger AIA, Design Planner
Planning and Community Development Department

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 16-084

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JULY 26, 2016

Chair Eckhardt called the meeting to order at 6:30 p.m.

Members Present: Ted Eckhardt, Chair
Anthony Fasolo
Jonathan Kubow
John Fitzgerald

Members Absent: None

Also Present: Maqbool Khan & George Simoulis for *Marathon Gas Station*
Stephen Chakko, Owner of *Marathon Gas Station*
Norm Hassinger for *634 S. Burton Pl.*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM JUNE 28, 2016

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER FASOLO, TO APPROVE THE MEETING MINUTES OF JUNE 28, 2016. ALL WERE IN FAVOR. THE MOTION CARRIED.

REVIEW OF MEETING MINUTES FROM JULY 12, 2016

A MOTION WAS MADE BY COMMISSIONER FASOLO, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE MEETING MINUTES OF JULY 12, 2016. ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 2. COMMERCIAL REVIEW

DC#16-084 – Marathon Gas Station – 1706 W. Northwest Highway.

Maqbool Khan and George Simoulis, representing the design team, and Stephen Chakko, the property owner, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing a complete renovation of an existing Marathon Gas Station building and site. Two existing mechanic bays are proposed to be converted to an indoor food mart and the exterior of the building will receive a complete makeover. The existing fuel pumps and canopy will remain; however, they will be re-branded and converted from Marathon to BP branding. The site will be improved with additional parking spaces for the food mart, new landscaping, and a new ground sign. This project does require review by the Plan Commission and approval by the Village Board as a Special Use.

With regards to the architectural design, the existing brick on the building is painted white. The petitioner is proposing to remove the paint to expose the existing reddish brick color, and repair and tuckpoint the brick as needed. The existing mechanic bay doors will be infilled with new clear anodized aluminum storefronts. A limestone base and new EIFS parapet wall completes the design. Overall, the proposed makeover will be a very nice improvement to the existing building, and the design fits well with the “BP” rebranding of the existing fuel pumps and canopy.

One new mechanical unit on the roof will be screened with a 4-sided screen system attached to the unit. It is recommended that the color of the mechanical screen be tan to match the EIFS wall color. The trash area is located behind the building and will be screened with a wood fence and metal gates. New landscaping is proposed throughout the site, and a detailed review of the landscaping is being conducted by Staff and the Plan Commission for compliance with the landscaping code requirements, including: the lack of landscaped parking islands, screening along the roads, and improved screening between the residential property to the north.

Signage is not included in this review, but it should be noted that the proposed monument ground sign is located within the 12-foot visibility triangle. The location of the ground sign will need to be adjusted to maintain a clear view from the driveway. It is recommended that the new sign be required to be a monument style sign (instead of pole mounted) as illustrated on the renderings. All new signage is required to comply with Chapter 30, Sign Code, and separate sign permits are required for all signage.

Staff recommends approval of the design with a requirement that the color of rooftop mechanical screen be a tan color to match the EIFS parapet wall, and a requirement that the ground sign be a monument style sign as illustrated on the renderings.

Mr. Kahn stated that re-branding of the existing gas station to “BP” will result in some renovations to the interior and exterior of the existing building. They are also working with Planning Staff with regards to the Plan Commission process.

Commissioner Kubow felt the proposed renovations were nice and he agreed with the requirements in the Staff report. He had no further comments.

Commissioner Fitzgerald agreed with the comments already said. In addition, he was concerned about the lack of landscaping, with only 4 shrubs and 17 perennials currently being proposed for the entire site. When landscaping is being discussed with Staff during the Plan Commission process, he encouraged additional landscaping to help soften the side wall of the building. Chair Eckhardt asked why the project did not include a fully developed landscape plan for Design commission review. Mr. Hautzinger replied that Staff is currently working with the petitioner on landscaping for this site, with encouragement to add plantings along the property line to screen the adjacent paved

area. Staff felt the landscaping was close to completion at this time. Commissioner Fitzgerald was in favor of allowing Staff to review final landscaping for the project.

Chair Eckhardt asked about the purpose of the wing wall on the front elevation, and Mr. Khan replied that it is an existing wall. Chair Eckhardt liked the design and asked Staff to advise the commissioners of any landscape issues that might arise with the project. He also asked that the motion include comments from Staff about the monument sign.

Mr. Chakko asked if the existing ground sign could be raised 2-feet higher because of visibility concerns from Northwest Highway. He explained that the existing ground sign is approximately 8 to 10-feet tall, and other BP ground signs are around 14-feet tall. Commissioner Kubow somewhat agreed that a 6-foot monument sign would not do much for west to east visibility. Mr. Hautzinger explained that 6-feet is the dimension in the sign code that differentiates between a monument style sign and a pole sign. A 6-foot monument sign has no setback requirement, as opposed to a taller ground sign that must be set back a minimum of 3-feet, and in this case the sign must be set back further due to the visibility at the driveway. Chair Eckhardt agreed that a 6-foot monument sign could be difficult to see. Commissioner Fitzgerald preferred a 6-foot monument sign, which he felt would have adequate visibility. He also said that the colors indicate what the station is, there are colors and a logo on the canopy, and there is signage on the building. Mr. Chakko explained that gas prices will be posted on the ground sign and BP signs also have an electronic message reader, with their smallest sign 12 or 14-feet tall. Chair Eckhardt pointed out the option of a variation if a taller sign is wanted by the petitioner. Commissioner Fasolo felt the ground sign should be no taller than what currently exists.

Mr. Hautzinger clarified that the intent was that the petitioner not return to the Design Commission for signage review. Signage is not typically part of a commercial redevelopment review because often the signage designs are not fully developed at the time of the review. Any and all signage will require a sign permit application and review by Staff for code compliance. He also reiterated Staff's recommendation to require a monument style ground sign as illustrated on the rendering, and that can be conditioned for the design to be approved by Staff.

Chair Eckhardt asked for discussion on the concept that Staff presented with regards to signage. Commissioner Kubow preferred to hear the petitioners' response first. Commissioner Fasolo felt no need for the petitioner to come back with signage as long as it met code and no larger than the existing ground sign. After seeing photos provided by the petitioner, Commissioner Fitzgerald felt the existing sign was big and fully visible; a taller sign was not necessary because the existing sign could be read clearly. He was not comfortable with saying that a new ground sign could be as tall as the existing sign without verification of the height. It was pointed out that the shrubs located near the base of the existing ground sign were on the adjacent property. Chair Eckhardt was inclined to allow a slightly larger sign than shown on the rendering; the existing ground sign looked a little tall; and he felt that 8-feet was an appropriate height.

Commissioner Kubow felt it was unnecessary to make the petitioner come back with signage; Staff has already recommended that a 6-foot monument style sign be required. Chair Eckhardt pointed out that code allows a 16-foot tall ground sign, which he could not support. Mr. Chakko reiterated that other BP ground signs are 14-feet tall and include an electronic reader board, which will be difficult to see from the street if the sign is not at least 14-feet tall. Mr. Hautzinger explained that an electronic message board sign is not allowed; only the electronic LED price is allowed on the ground sign.

Chair Eckhardt wanted the petitioner to be required to come back with signage since they did not know the type of sign they want at this time, and they have no images to present tonight. He added that the commissioners have typically been tough on petitioners regarding signs, and he did not want to put this responsibility on Staff. That being said, Commissioner Fitzgerald felt that the monument sign being shown in the rendering was a beautiful sign, with stone at the bottom that picks up the wainscoting on the building, which he preferred over a big, tall ground sign. Commissioner Kubow agreed. Chair Eckhardt clarified that the commissioners like the existing ground sign,

although they understand the petitioner wants something taller. He encouraged the petitioner to come back for review of the signage once they know exactly what they want.

Mr. Khan said that they would meet with BP to discuss signage and come back for further review of signage.

Commissioner Fasolo asked if the green color on the canopy and on the building were different, and Mr. Kahn replied that they will be the same color, which is a standard color for BP. Commissioner Fasolo felt that the louvers above the entry door should be painted the same green color to help them disappear, and the stone at the base of the building should continue across the wing wall. Mr. Chakko replied that the panels above the door are not louvers; they are a standard BP design element that matches the color in the center of the BP logo on the canopy. Commissioner Fasolo agreed with all of the requirements in the Staff report.

Chair Eckhardt asked if there was any public comment on the project and there was no response from the audience.

Mr. Hautzinger suggested a motion for approval of the overall project tonight, with a requirement that the petitioner return for review of the ground sign, so the entire project is not held up because of the sign. Commissioner Fitzgerald pointed out the existing tree on the adjacent Jimmy D's property that would block a taller ground sign; therefore, a lower ground sign might be beneficial.

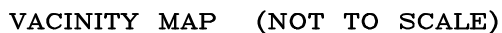
A MOTION WAS MADE BY COMMISSIONER FASOLO, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE ARCHITECTURAL DESIGN FOR RENOVATIONS TO THE MARATHON GAS STATION LOCATED AT 1706 W. NORTHWEST HIGHWAY. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED ON 7/15/16, COLOR RENDERINGS RECEIVED 7/8/16, 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. A REQUIREMENT THAT THE COLOR OF THE ROOFTOP MECHANICAL UNIT SCREEN BE A TAN COLOR TO MATCH THE EIFS PARAPET WALL.
2. A REQUIREMENT TO WORK WITH STAFF ON THE FINAL LANDSCAPE PLAN.
3. THE MONUMENT GROUND SIGN IS APPROVED AS SUBMITTED, AND IF THE PETITIONER WANTS A TALLER OR DIFFERENT GROUND SIGN, THEN IT SHOULD COME BACK FOR DESIGN COMMISSION REVIEW.
4. A REQUIREMENT THAT THE STONE BASE ON THE FRONT OF THE BUILDING BE CONTINUED TO THE EDGE OF THE WING WALL.
5. 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, 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 RESPONSIBILITY 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.
6. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

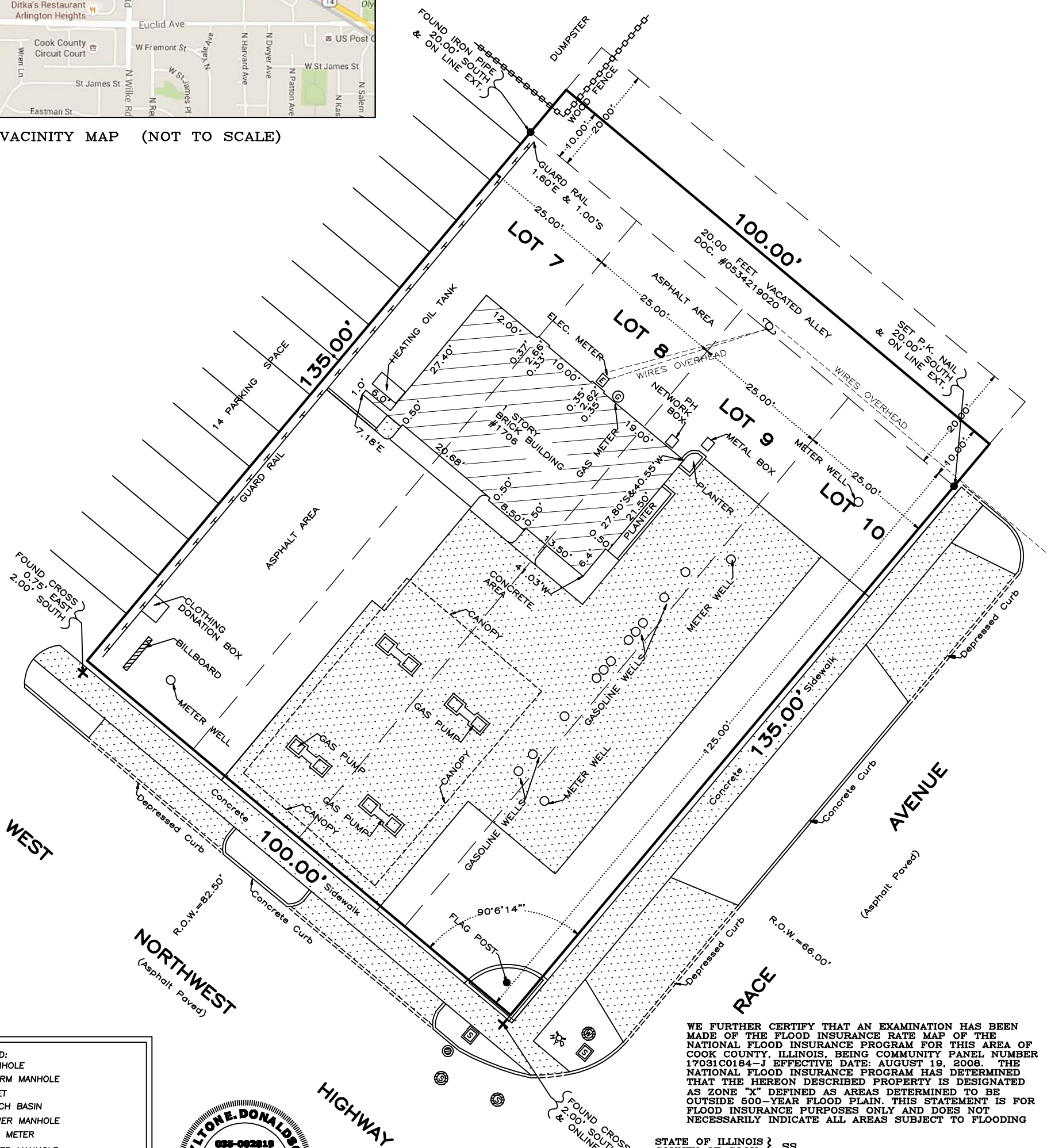
KUBOW, AYE; FITZGERALD, AYE; FASOLO, AYE; ECKHARDT, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

WAYSLS SURVEY LTD. ALTA/ACSM LAND TITLE SURVEY OF

NORTH



COMMONLY KNOWN AS: 1706 WEST NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, ILLINOIS.



WE FURTHER CERTIFY THAT AN EXAMINATION HAS BEEN MADE OF THE FLOOD INSURANCE RATE MAP OF THE NATIONAL FLOOD INSURANCE PROGRAM FOR THIS AREA OF COOK COUNTY, ILLINOIS, BEING COMMUNITY PANEL NUMBER 17031C0184-J EFFECTIVE DATE: AUGUST 19, 2008. THE NATIONAL FLOOD INSURANCE PROGRAM HAS DETERMINED THAT THE HEREON DESCRIBED PROPERTY IS DESIGNATED AS ZONE "X" DEFINED AS AREAS DETERMINED TO BE OUTSIDE 500- YEAR FLOOD PLAIN. THIS STATEMENT IS FOR FLOOD INSURANCE PURPOSES ONLY AND DOES NOT NECESSARILY INDICATE ALL AREAS SUBJECT TO FLOODING

STATE OF ILLINOIS }
COUNTY OF COOK. } SS.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ASCM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(b); 7(a), 7(b)(1), 7(c), 8, 9, 10(a), 13, 14, 16, 17, 18, 19 and 21 OF TABLE "A" THEREOF.

THE FIELD WORK WAS COMPLETED ON: JUNE 5, 2016

DATE OF PLAT OR MAP: JUNE 6, 2016

SIGNATURE:		REVISED
		08-23-2016

PROFESSIONAL LAND SURVEYOR NO. 0035-002819
MY LICENSE EXPIRES 11/30/2016.

- LEGEND:
-  = MANHOLE
 -  = STORM MANHOLE
 -  = INLET
 -  = CATCH BASIN
 -  = SEWER MANHOLE
 -  = GAS METER
 -  = WATER MANHOLE
 -  = FIRE HYDRANT
 -  = WATER VALVE
 -  = GAS VALVE
 -  = TELEPHONE
 -  = TELEPHONE MANHOLE
 -  = CITY ELECTRIC MANHOLE
 -  = COMED MANHOLE
 -  = LIGHT POLE
 -  = TRAFFIC CONTROL LIGHT
 -  = POWER POLE/UTILITY
 -  = STREET/ROAD SIGN
 -  = TRAFFIC SIGN
 -  = TREE

**EXPIRES: 11/30/2016**

FIELDWORK: JA & LISA
CAD: JJ

ORDER NO. 2016-04-53
SCALE: 1 INCH = 20 FEET
DATE: JUNE 08, 2016
ORDERED BY: SHAFEEQ KHAN

**THIS PROFESSIONAL SERVICE CONFORMS TO THE
CURRENT ILLINOIS MINIMUM STANDARDS FOR A
BOUNDARY SURVEY.**

THIS SURVEY HAS BEEN ORDERED FOR SURFACE
DIMENSIONS ONLY. NOT FOR ELEVATIONS.

THIS SURVEY HAS BEEN ORDERED FOR SURFACE
DIMENSIONS ONLY, NOT FOR ELEVATIONS.

LEGAL DESCRIPTION SHOWN ON THE PLAT HEREOF
DRAWN IS A COPY OF THE ORDER, AND FOR
ACCURACY IT SHOULD BE COMPARED WITH THE
TITLE OR DEED.

DIMENSIONS ARE NOT TO BE ASSUMED FROM
SCALING.

FOR BUILDING LINES, EASEMENTS AND OTHER
RESTRICTIONS NOT SHOWN HEREON, REFER TO
YOUR DEED, TITLE POLICY AND LOCAL ZONING
ORDINANCE. ETC.

SIGNATURE:		REVISED
		08-23-2016

Project Narrative

Ref: Existing gas station with retail store (Renovation)
1706 West Northwest Hwy, Arlington heights, IL
03-30-108-007 to 009-0000

- 1- Existing gas station with 4 fueling pumps with canopy no change only signage convert from Marathon to BP
- 2- Existing retail C store area Interior and exterior renovation with new trash enclosure spots as per plans at
- 3- Landscaping and parking upgrade as per plans

The proposed remodeling will comply with building dept. regulations and conditions of the Village of Arlington Heights.

If you need additional information please contact the Owner.


Owner Stephen K. Chacko

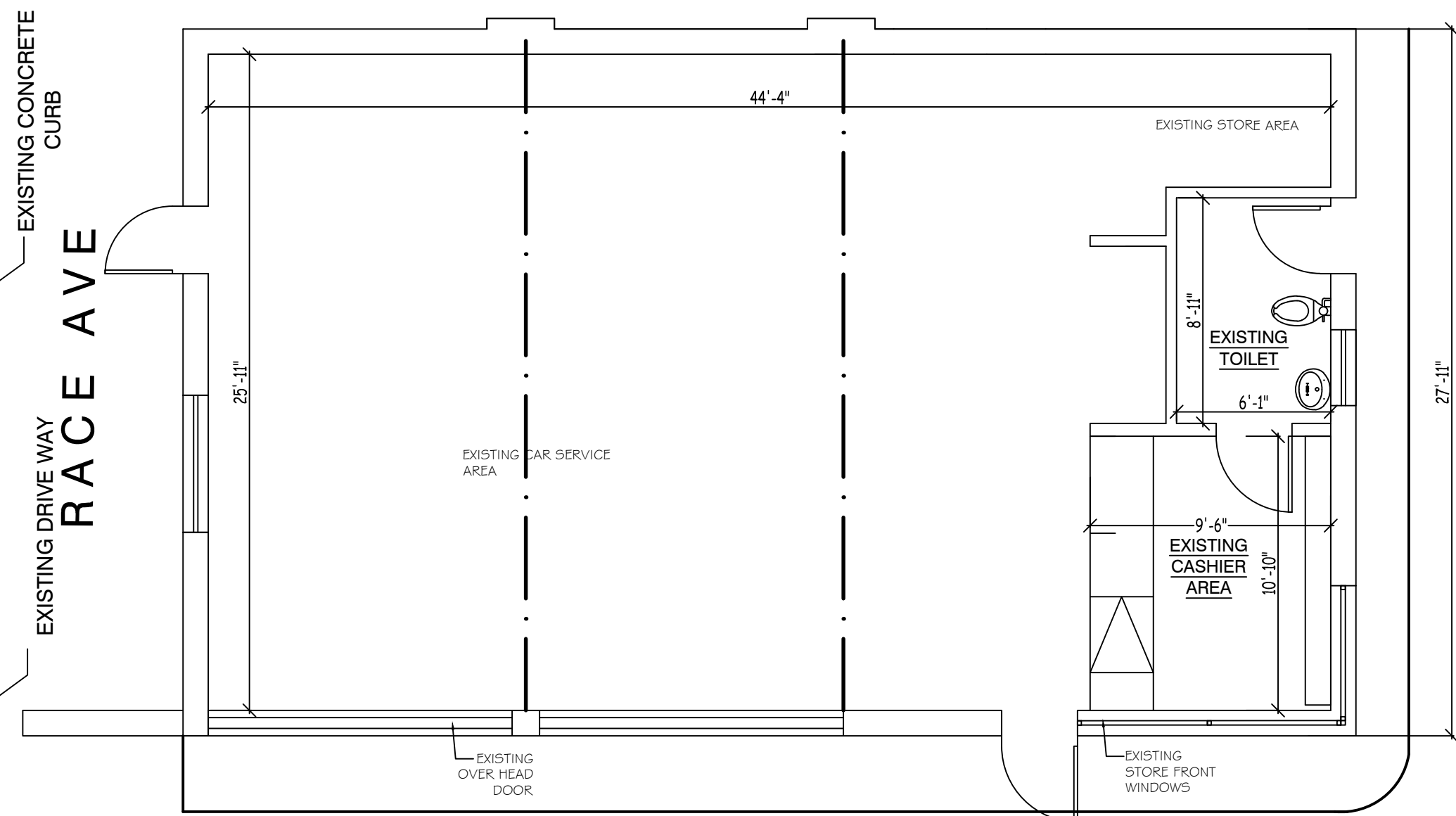
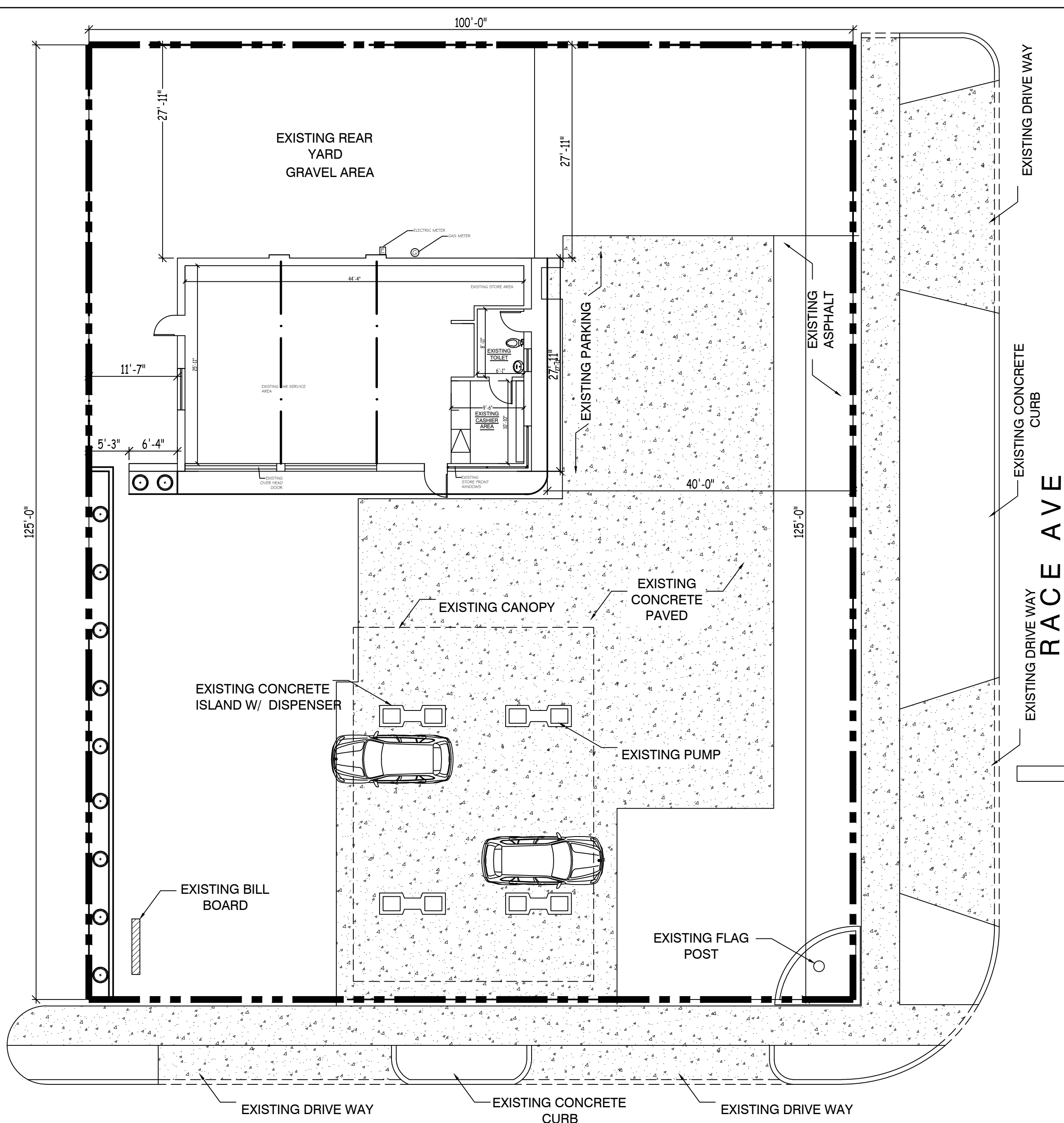
Real-estate Arlington Heights, Inc.

Ref: 1706 West Northwest Hwy, Arlington heights, IL
03-30-108-007 to 009-0000

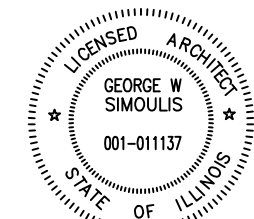
A Special Use is required for Gas Stations in Arlington Heights. The Existing Gas Station has never had a Special Use Permit. Since the Station is to be remodeled it is required to meet the Present Special Use Requirements. The remodeling of this facility in no way has or is a detriment to the general welfare of persons living in or working in its vicinity.

The proposed remodeling will comply with regulations and conditions of the Village of Arlington Heights. If you need additional information please contact the Owner.


Owner / Stephen K. Chacko



EXISTING FLOOR PLAN
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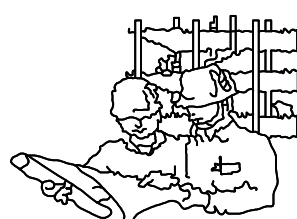


EXISTING SITE PLAN
SCALE: 3/32" = 1'-0"

NORTHWEST HIGHWAY

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773 381 7300; 773 297 1938



EXISTING SITE & FLOOR PLAN

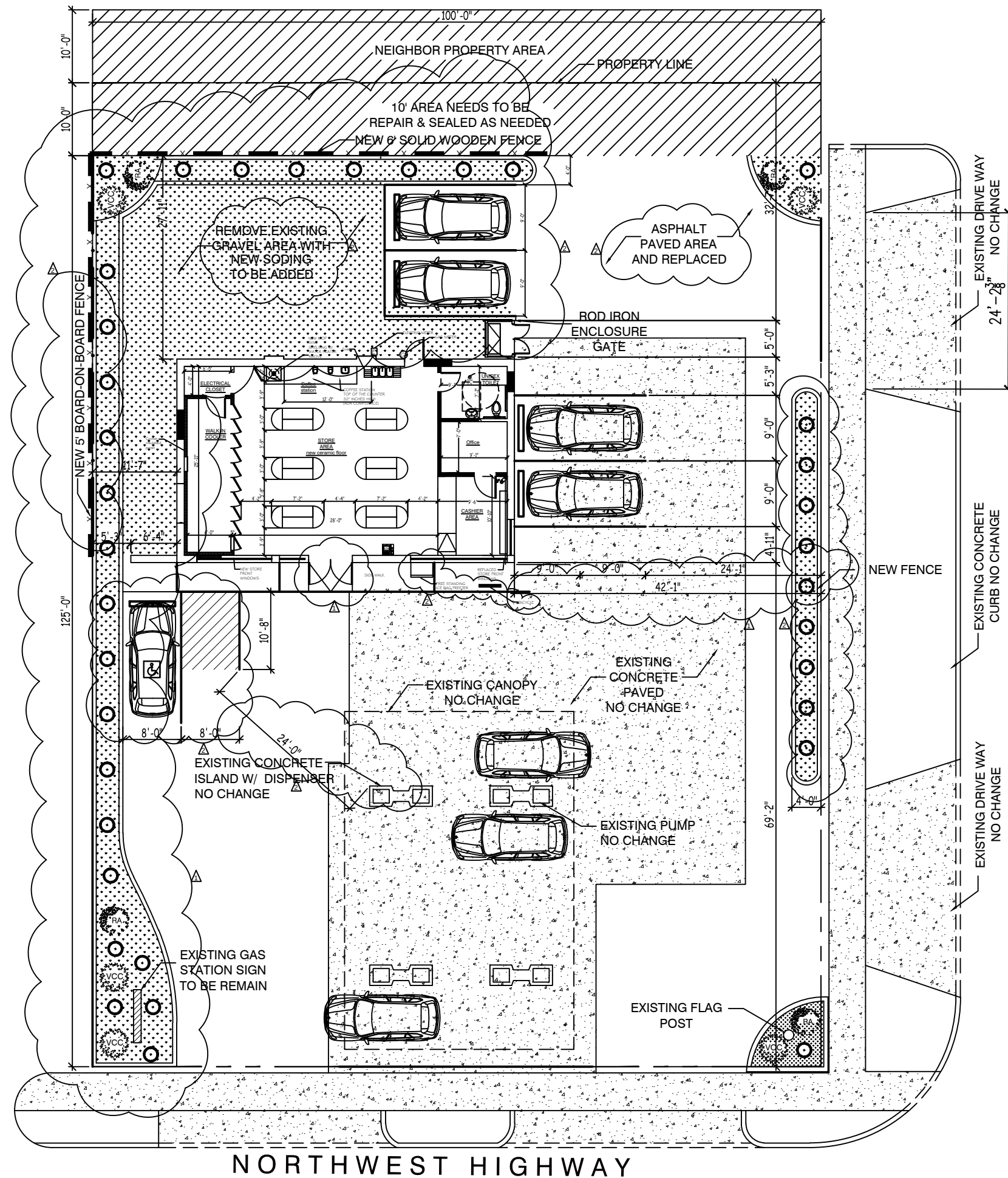
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DATE 07 - 06 - 2016

OWNER:

ARCHITECT
GEORGE SIMOULIS

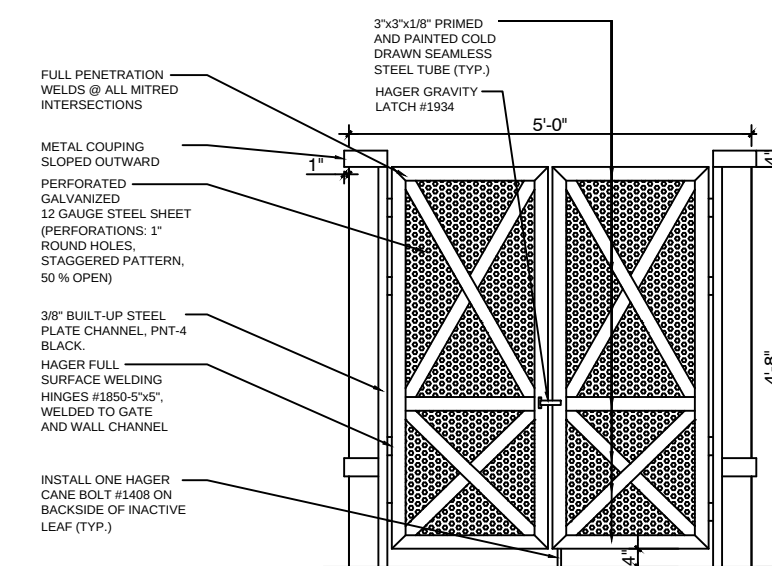
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AS SHOWNDRG.NO. **A1**



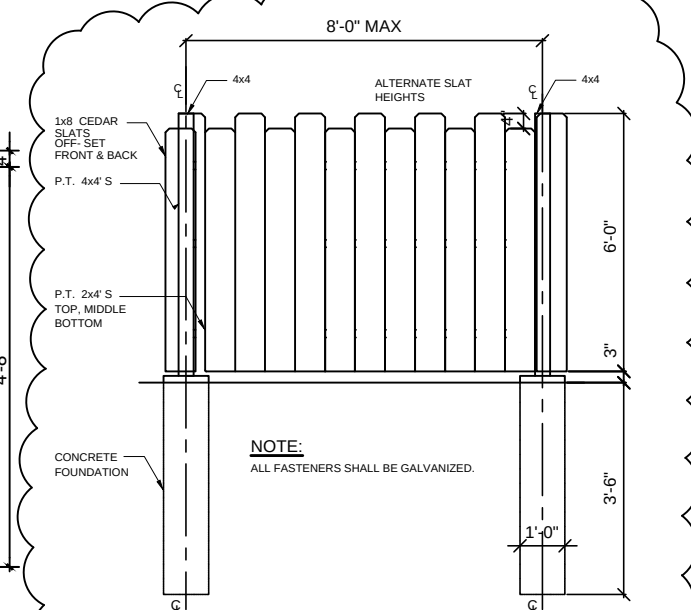
LANDSCAPE LEGEND:

SYMBOL	QUANTITY	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
	ABOUT 36	WOODLAND STONECROP	SEDUM TERNATUM	less than 12" in height	WHITE FLOWERS (APRIL-MAY)
	4	ALPINE CURRANT	RIBES ALPINUM	30" HGT.	36" O.C.
	5	DWARF KOREANSPICE VIBURNUM	VIBURNUM CARLESSI COMPACTUM	30" HGT.	36" O.C.
		GRASS AREA			

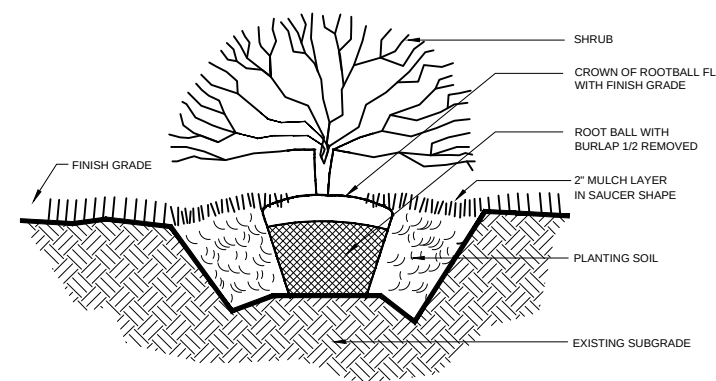
RACE AVE



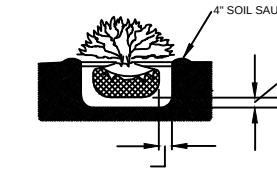
1 ELEVATION - PROPOSED TRASH ENCLOSURE WITH GATES
N.T.S.



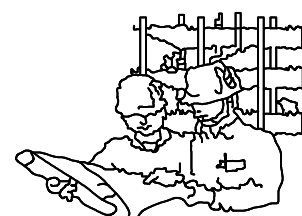
2 NEW FENCE DETAIL TYPICAL
N.T.S.

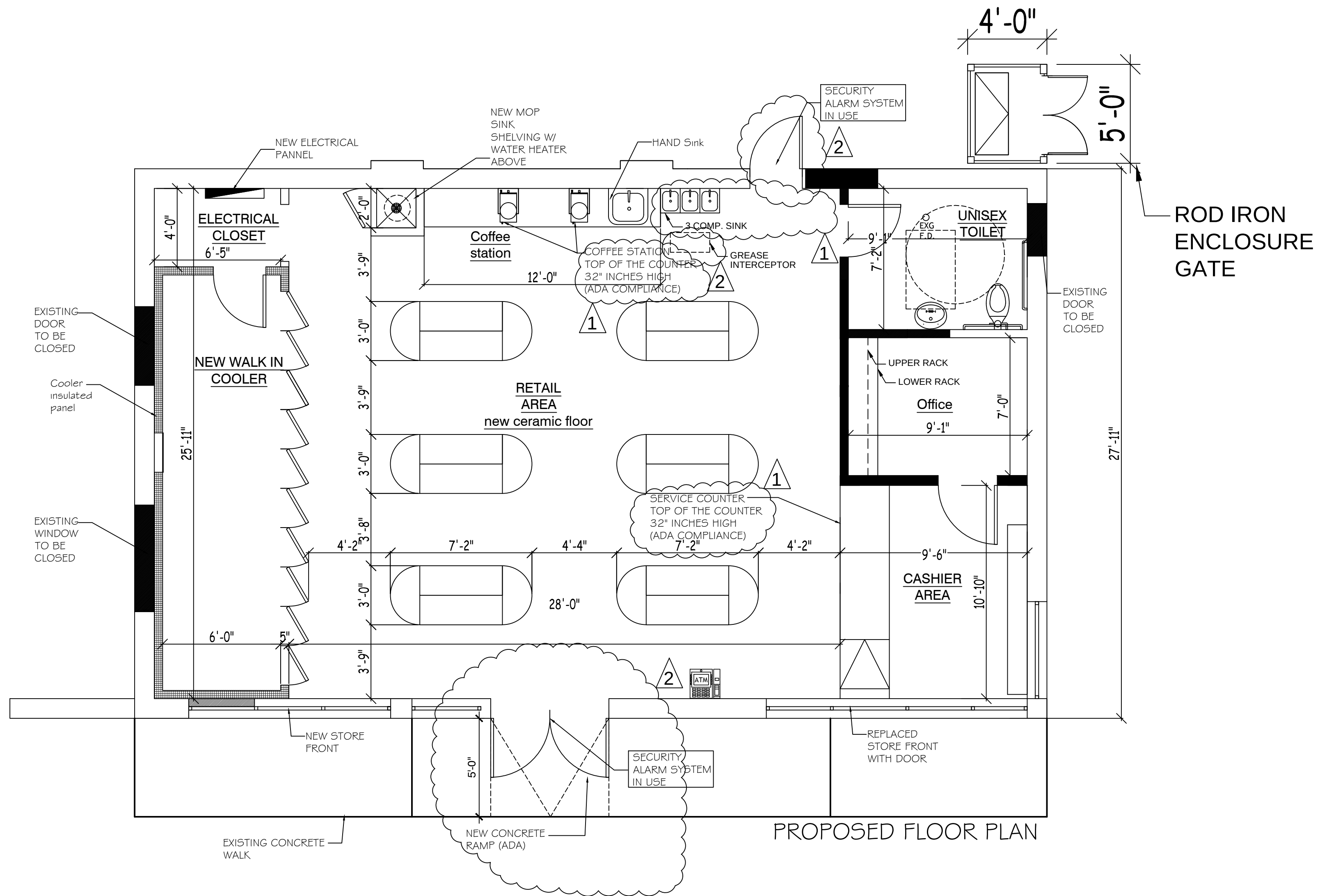


3 SHRUB DETAIL
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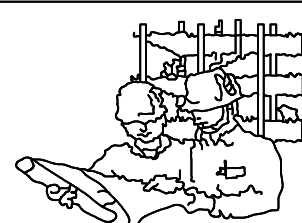


4 SHRUB DETAIL
N.T.S.





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 773 381 7300; 773 297 1938



1706 W. NORTHWEST HIGHWAY
 ARLINGTON HEIGHTS

RENOVATION ON EXISTING
 GAS STATION
 PROPOSED FLOOR PLAN

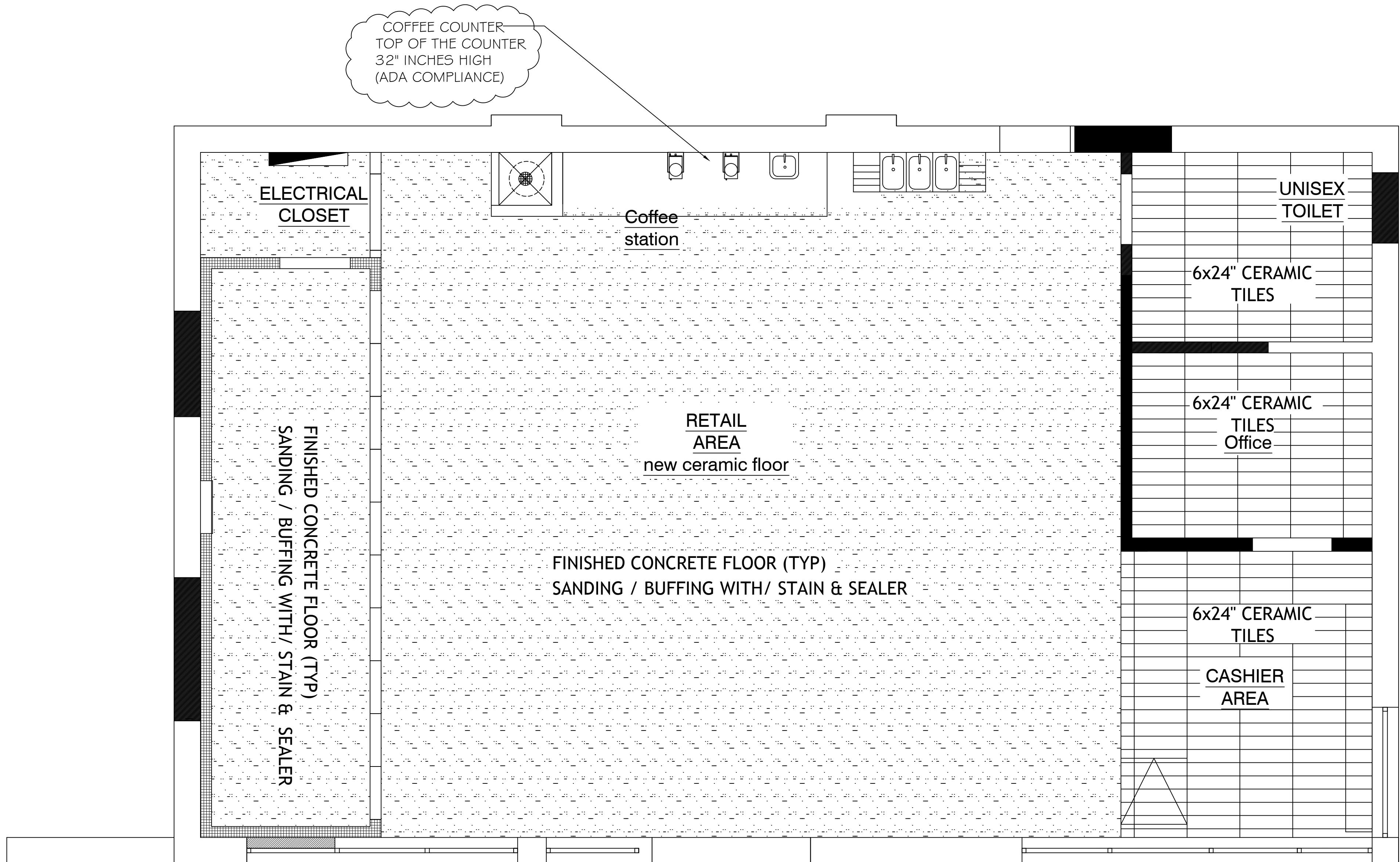
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 DATE 07-06-2016
 REVISION-1 08-09-2016
 REVISION-2 10-14-2016

OWNER:

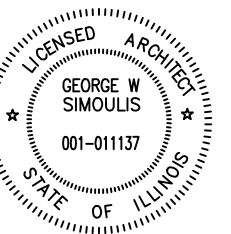
ARCHITECT
 GEORGE SIMOULIS

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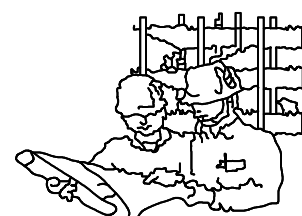
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PROPOSED TILES LAYOUT



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1706 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS

RENOVATION ON EXISTING
GAS STATION
FINISH FLOOR PLAN

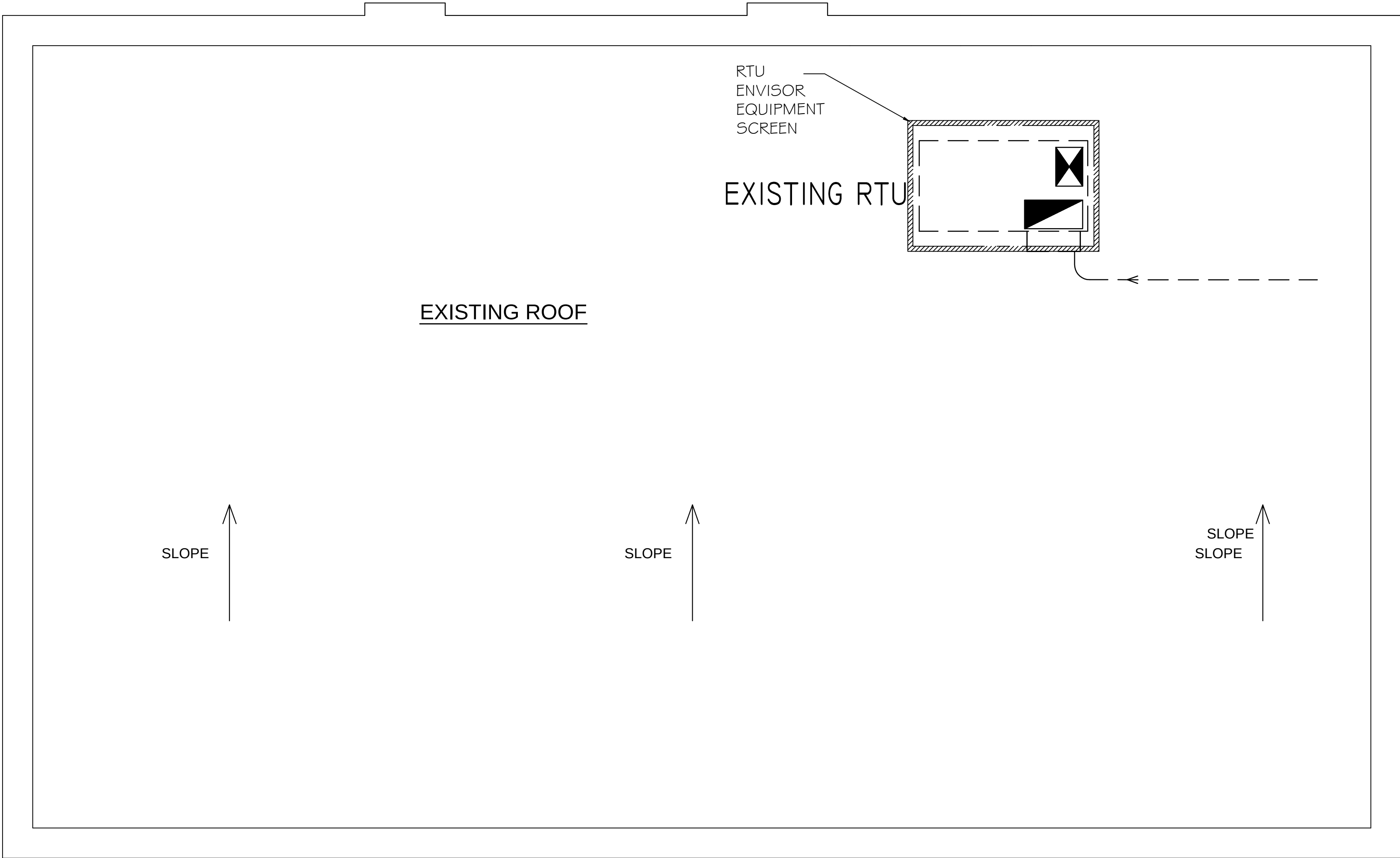
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REVISION-1 08-09-2016
REVISION-2 10-14-2016

OWNER:

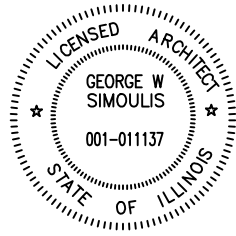
ARCHITECT
GEORGE SIMOULIS

SCALE 3/8"=1'-0"

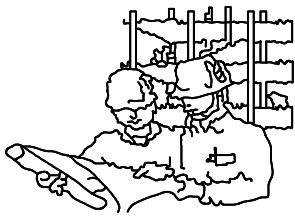
DRG.NO. A4



PROPOSED ROOF PLAN



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773 381 7300; 773 297 1938



1706 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS

RENOVATION ON EXISTING
GAS STATION
PROPOSED ROOF PLAN

DRAWN BY IM
DATE 07-06-2016
REVISION-1 08-09-2016
REVISION-2 10-14-2016

OWNER:

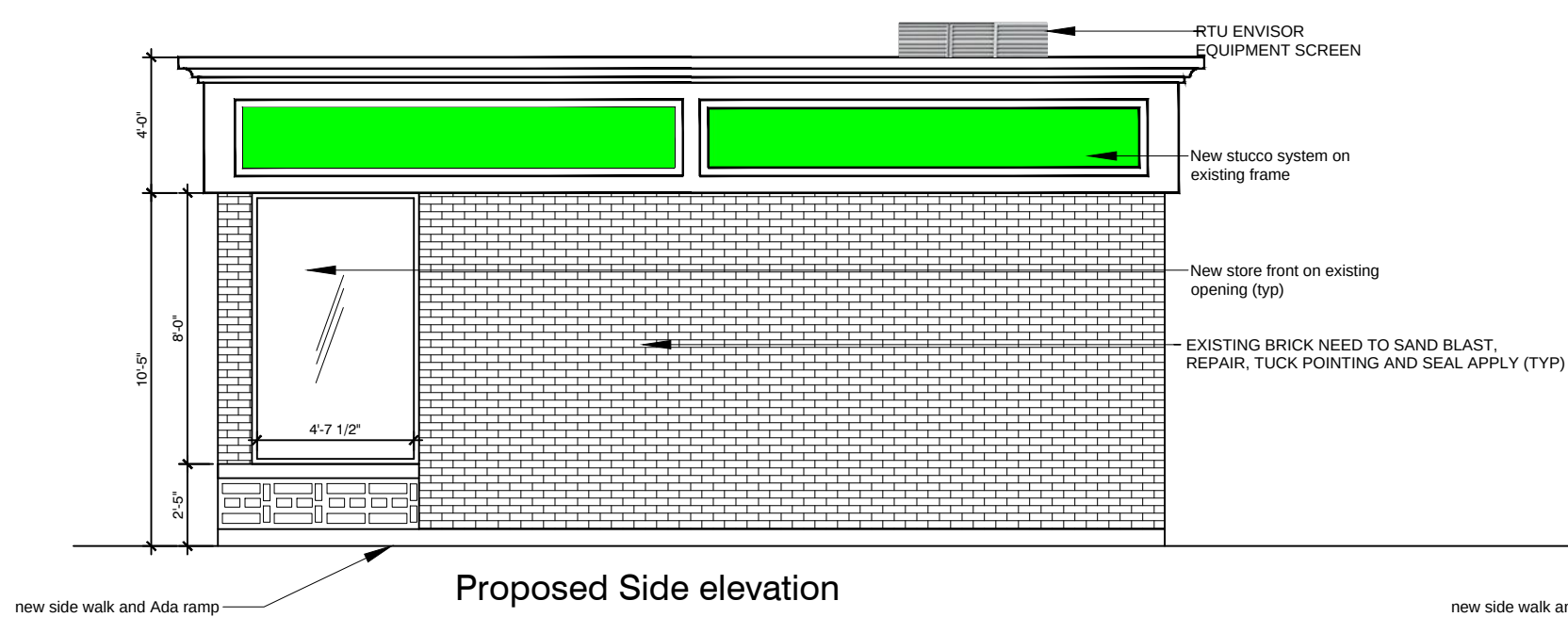
ARCHITECT
GEORGE SIMOULIS

SCALE 3/8"=1'-0"

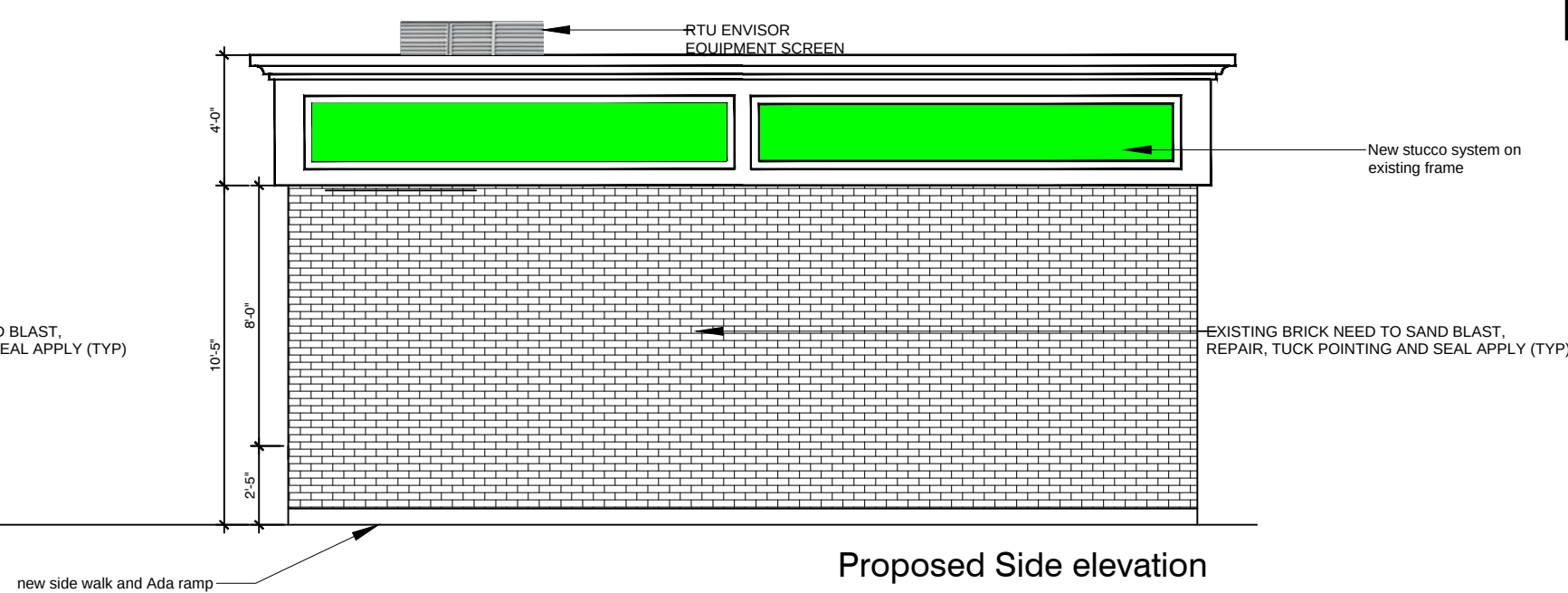
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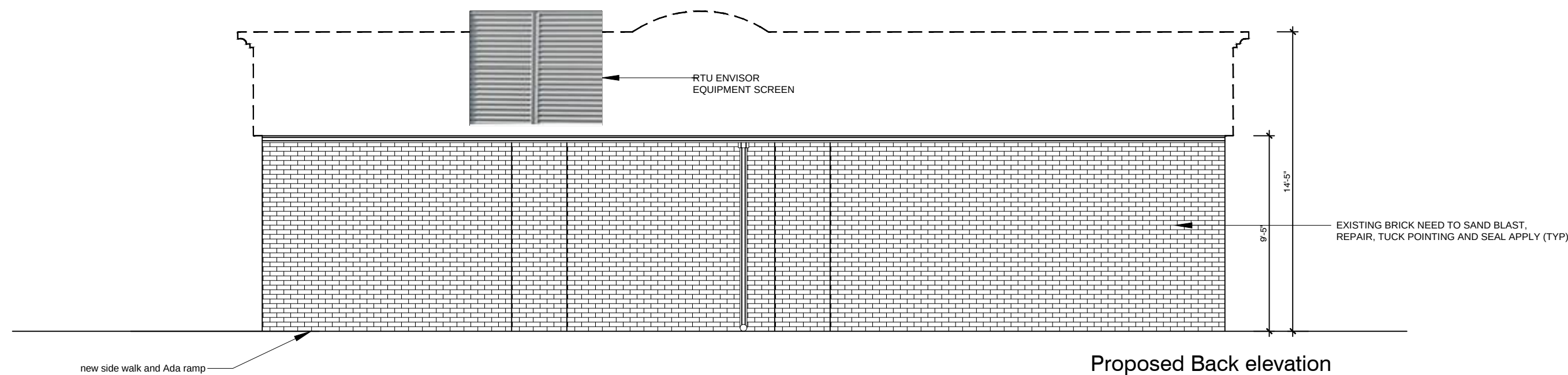
Proposed Front elevation



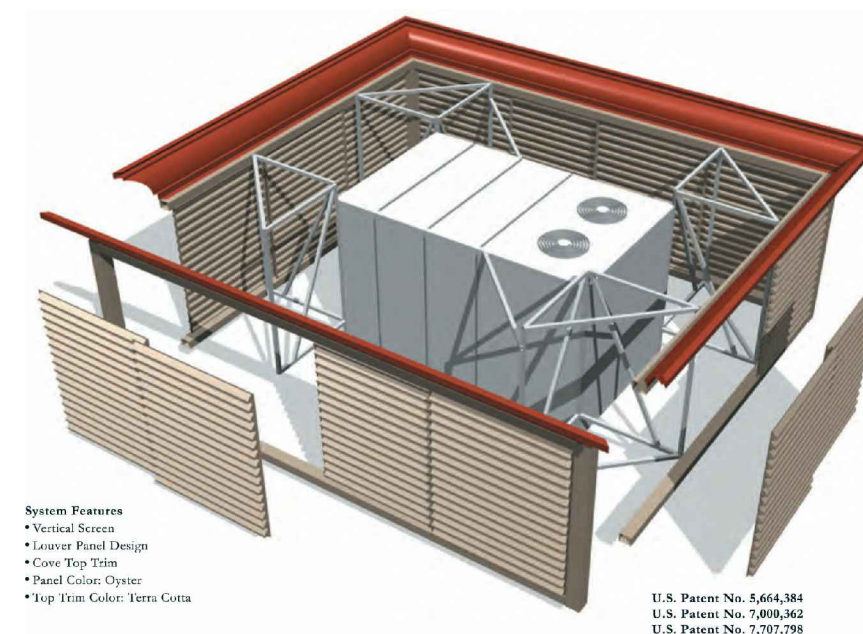
Proposed Side elevation



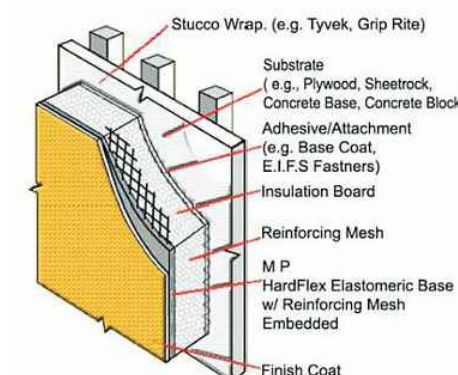
Proposed Side elevation



Proposed Back elevation

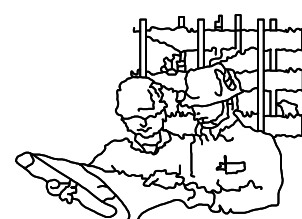


RTU ENVISOR EQUIPMENT DETAIL



Stucco Detail

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1706 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS

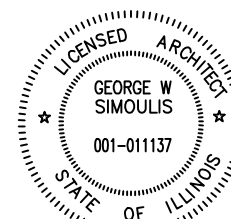
RENOVATION ON EXISTING
GAS STATION
PROPOSED ELEVATIONS

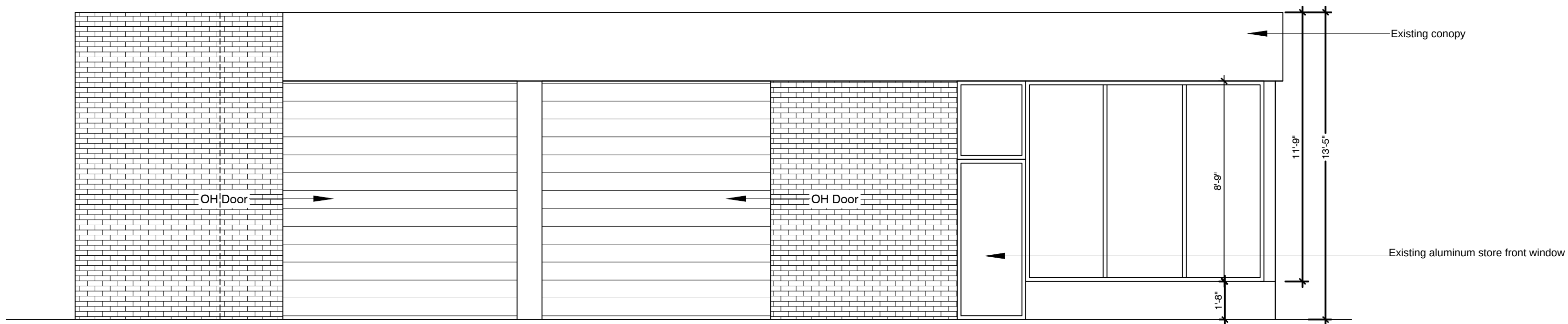
DRAWN BY IM
DATE 07 - 06 - 2016
REVISION-1 08 - 09 - 2016

OWNER:

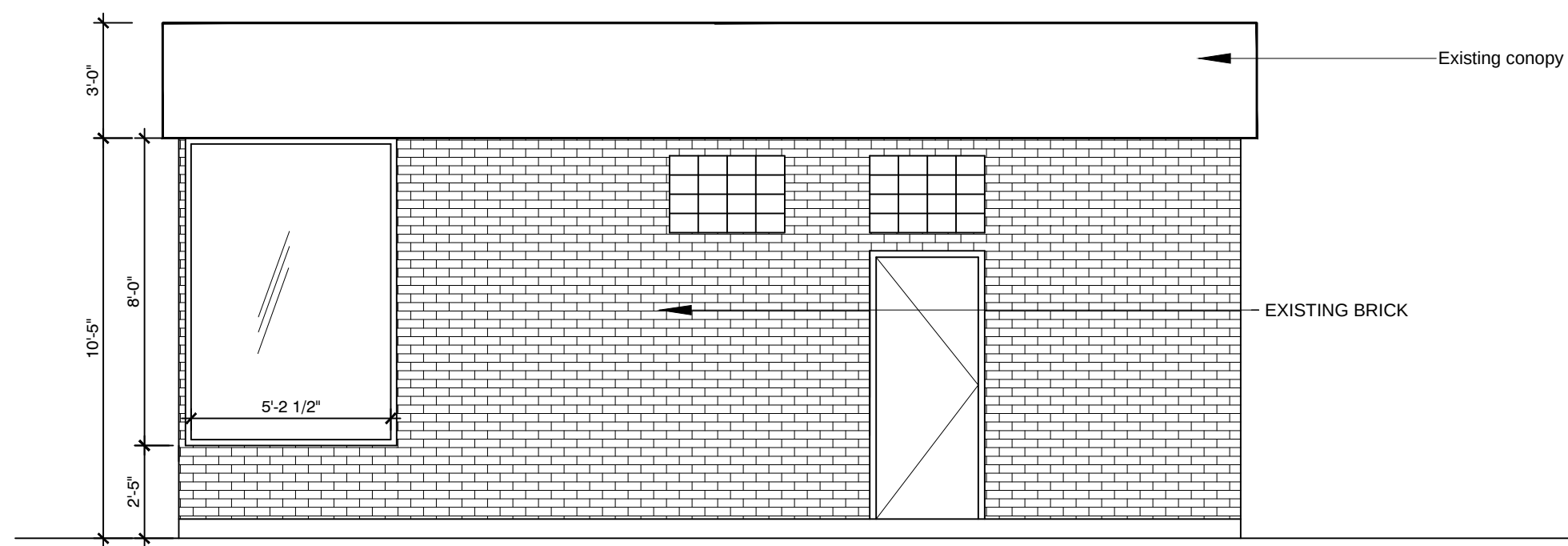
ARCHITECT
GEORGE SIMOULIS

SCALE
3/16"=1'-0"
DRG.NO. A6

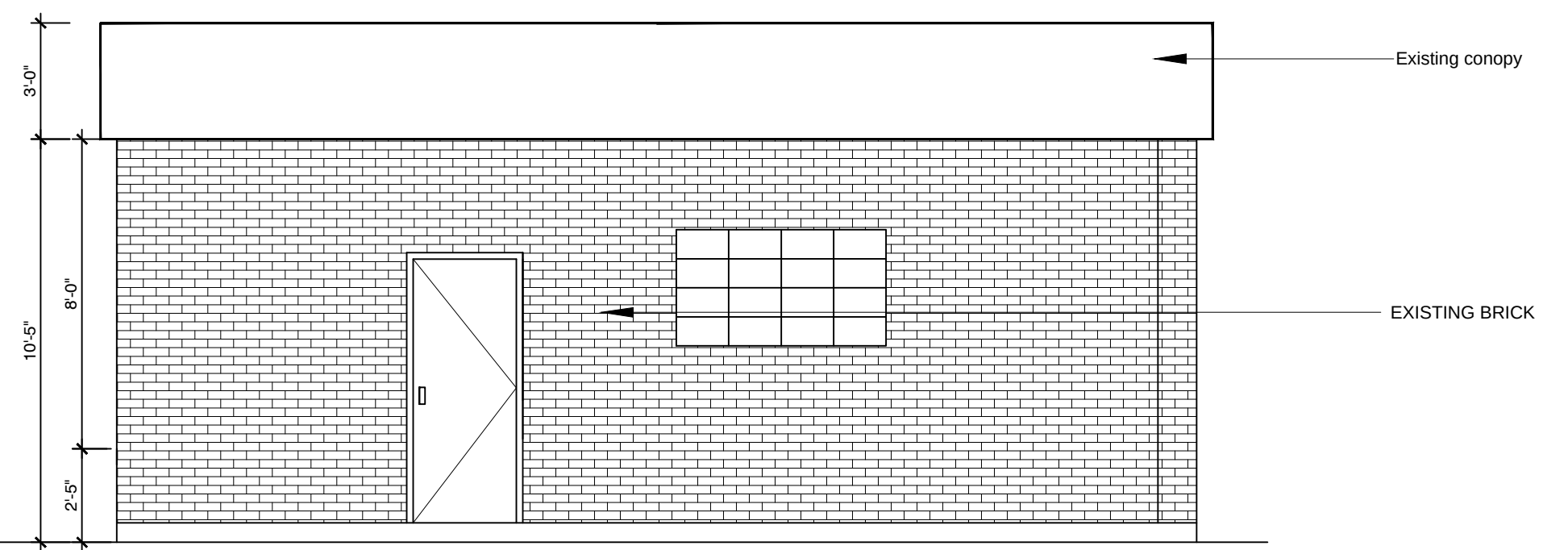




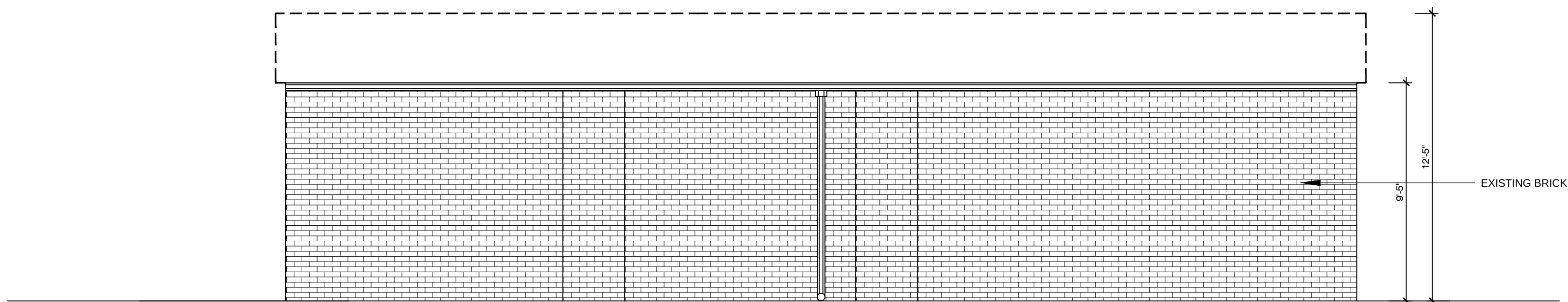
Existing elevation



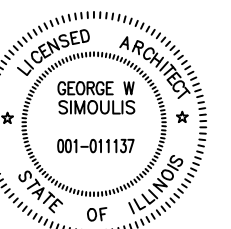
Existing elevation



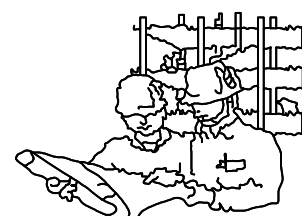
Existing Side elevation



existing Back elevation



ADC AMERICAN
DEVELOPERS
CORPORATION
ARCHITECTS-ENGINEERS-CONSTRUCTION MANAGEMENT
www . adc - corps . com; maqbool7300@yahoo.com
2704 West Peterson Avenue, Chicago, IL 60659
773 381 7300; 773 297 1938



1706 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS

EXISTING ELEVATIONS

DRAWN BY IM
DATE 07 - 06 - 2016

OWNER:

ARCHITECT
GEORGE SIMOULIS

SCALE 1/4"=1'-0"

DRG.NO. A7



Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building Services Department

Subject: Marathon Gas Station/Convenience Store
Special Use Permit for Automobile Service Station with Convenience Mart

Date: June 17, 2016

Sam:

I have reviewed the documents submitted and have the following comments:

1. This project is being reviewed as a mixed use of an M (Mercantile) for motor fuel dispensing and S-1 (Moderate-hazard storage) for motor vehicle repair garage, per the 2009 International Building Code. The maximum allowable quantities of hazardous materials shall comply with Table 307.1(1) of the 2009 International Building Code (I.B.C.).
2. A permit from the Office of the State Fire Marshal is required if the owner intends to dispense motor fuel.
3. The disposition of the existing underground storage tanks may require them to be replaced depending on the length of time since last operated. Check with the Office of the State Fire Marshal for more information.
4. Provide details on whether or not the location will continue as a repair facility, and if so, the types of repairs to be performed. Indicate the method of disposing of used motor oil, and parts.
5. Any interior/exterior alterations to the existing building/property will require all necessary permits from the Village as well as the Office of the State Fire Marshal.

RECEIVED
JUN 17 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Building Services Department
Fire Safety Division**

33 S. Arlington Heights Rd., Arlington Heights, IL 60005
(847) 368-5560 • FAX (847) 368-5975 • www.vah.com

**To: S. Hubbard, Development Planning
A. Larson, A.H.F.D.**

**Re: 1706 W. Northwest Highway
PC#16-016**

The following is provided in response to your request for review and comment regarding the proposed Plan Commission case for the subject property.

I have no concerns/objection for approval of a Special Use Permit for Automobile Service Station and Convenience Mart under the following conditions:

1. All current Codes and State Regulations regarding storage and use of flammable and combustible liquids shall be adhered to.
2. Should the owner choose to not use the fuel pumps for fuel delivery, requirements of the Fire Code mandate that the existing fuel tanks meet certain criteria based on the amount of time the tanks would be considered to be abandoned.

Following is information from the International Fire Code of those requirements. This list is NOT inclusive of all regulations that may apply:

- a. Tanks taken out of service shall be removed in accordance with Section 3404.2.14, or safeguarded in accordance with Sections 3404.2.13.1 through 3404.2.13.2.3 of the 2009 International Fire Code. and API 1604.
- b. Underground tanks temporarily out of service shall have the fill line, gauge opening, vapor return and pump connection secure against tampering. Vent lines shall remain open and be maintained.
- c. Underground tanks not used for a period of 90 days shall be safeguarded in accordance with all the following or be removed.
 1. Flammable or combustible liquids shall be removed from the tank.
 2. All piping, including fill line, gauge opening, vapor return and pump connection, shall be capped or plugged and secured from tampering.
 3. Vent lines shall remain open and be maintained

- d. Underground tanks that have been out of service for a period of one year shall be removed from the ground, or abandoned in place in accordance with the following:
1. Flammable and combustible liquids shall be removed from the tank and connected piping.
 2. The suction, inlet, gauge, vapor return and vapor lines shall be disconnected.
 3. The tank shall be filled completely with an approved inert solid material.
 4. Remaining underground piping shall be capped or plugged.
 5. A record of tank size, location and date of abandonment shall be retained
 6. All exterior above-grade fill piping shall be permanently removed when tanks are abandoned or removed.

Other local, state or federal regulations may also apply.

Should you have additional questions feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Lay", with a stylized flourish at the end.

Don Lay, M.B.A, C.F.I.
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: July 5, 2016
Subject: 1706 W. Northwest Highway P.C. #16-016 revised

With regard to the proposed construction, I have the following comments:

1. The addition of a food preparation area may require a grease trap.
2. The existing domestic service may need to be increased in diameter to meet the minimum plumbing flow requirements.
3. An approved RPZ will need to be installed once the water service diameter is determined.
4. Upon completion of renovations, please verify and correct any defects to the existing sidewalk to meet existing Village code.

Thank you for the opportunity to comment on this permit application.

C: file
LF

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-016
 Petitioner: Stephen K Chacko

Owner: Stephen K Chacko

Contact Person: Stern
 Address: 1706 W Northwest Hwy
Arlington Hts, IL

Phone #: 773-671-9864

Fax #: stephenck23@aol.com

E-Mail: maybach301@yahoo.com

P.I.N.# 03-30-108-007-0000
03-30-108-008-0000
03-30-108-009-0000

Location: _____

Rezoning: _____ Current: _____ Proposed: _____

Subdivision: _____

of Lots: _____ Current: _____ Proposed: _____

PUD: _____ For: _____

Special Use: ☒ For: Gas station

Land Use Variation: _____ For: _____

Land Use: _____ Current: Gas station w/ Retail
 Proposed: Gas station w/ Retail
stone

Site Gross Area: _____

of Units Total: _____

1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ ☒ _____

Sanitary Sewer _____ ☒ _____

Storm Sewer _____ ☒ _____

b. Surface Improvement

Pavement _____ ☒ _____

Curb & Gutter _____ ☒ _____

Sidewalks _____ ☒ _____

Street Lighting _____ ☒ _____

c. Easements

Utility & Drainage _____ ☒ _____

Access _____ ☒ _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC _____ b. IDOT _____

c. ARMY CORP _____ d. IEPA _____

e. CCHD _____

3. R.O.W. DEDICATIONS? _____

4. SITE PLAN ACCEPTABLE? _____

5. PRELIMINARY PLAT ACCEPTABLE? _____

6. TRAFFIC STUDY ACCEPTABLE? _____

7. STORM WATER DETENTION REQUIRED? _____

8. CONTRIBUTION ORDINANCE EXISTING? _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? _____

10. WETLAND EXISTING? _____

YES NO COMMENTS

_____ ☒ _____

_____ ☒ NEED ENGINEERING SITE PLAN

_____ ☒ N/A

_____ ☒ N/A

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

_____ ☒ _____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: GEORGE SIMONIS

DATE OF PLANS: 6-14-16

James J. Wall 6/27/16
 Director Date

PLAN COMMISSION PC #16-016
Marathon Gas Station/Convenience Store
1706 W. Northwest Highway
SU-Auto Service Station with Convenience Mart
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. Plans are acceptable for Special Use approval; however, permit submittal will require engineering plans including grades to show existing and proposed drainage patterns.
13. Site plan shows two pump islands, but the ALTA survey shows four pump islands
14. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
15. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.
16. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.


James J. Massarelli, P.E. 6/27/16
Director of Engineering Date

Attachments:

Fire Apparatus Tower 131 Specifications (1 page)

RECEIVED
JUN 27 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Marathon Gas Station/ Convenience Store
1706 W. Northwest Highway
PC 16-016
Round 1

Review Comments

06/28/2016

1. Character of use:

The character of use is consistent with the area and is not a concern.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code.

3. Present traffic problems?

There are no apparent traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

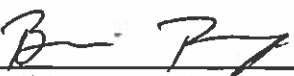
This development should not create any additional traffic problems.

6. General comments:

-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.

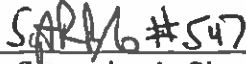
- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

- Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #547

Supervisor's Signature

RECEIVED
JUN 28 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: tmorales@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL 60005
Attention: Police Administration

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Print Form (To Mail)

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

03-30-108-007-0000

03-30-108-008-0000

03-30-108-009-0000

Petition #: P.C. _____
 Petitioner: Stephen K. Charko

P.I.N.# _____
 Location: _____

Rezoning: _____ Current: _____ Proposed: _____

Subdivision: _____

of Lots: _____ Current: _____ Proposed: _____

PUD: _____ For: _____

Special Use: i For: Gas station w/ Retail store

Land Use Variation: _____ For: _____

Contact Person: Steve

Address: 1706 W Northwest Hwy
Arlington Hts, IL

Land Use: _____ Current: Gas station w/ Retail store

Proposed: gas station w/ Retail store

Phone #: 773-671-9864

Site Gross Area: _____

Fax #: Stephenck23@aol.com

of Units Total: _____

E-Mail: mcg60d7300@yahoo.com

1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

If coffee pots are used for coffee machines, a 3-compartment sink with 2 integral drain boards and a hand sink must be installed.

See the attached accessibility comments.

Sean Freres, LEHP

Environmental Health Officer

6/30/16

Date

James McCalister

Director

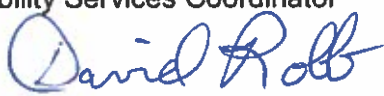
6/30/16

Date

Plan Review

Address: 1706 W. Northwest Highway
Marathon Gas Station/Convenience Store
Special Use Permit for Automobile Service Station with
Convenience Mart
P.C. 16-016 Round 1

Submitted to: Sam Hubbard, Planning

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793 

Date: June 29, 2016

Re: Illinois Accessibility Code (IAC) Effective April 1997
<http://www.illinois.gov/cdb/business/codes/pages/illinoisaccessibilitycode.aspx>

Sheet A-1

1. Relocate the "Reserved Accessible Parking Space" to the parking space closest to the accessible entrance. See IAC Section 400;.310(c)(2).
2. Provide a service counter in compliance with Section 400.320(h)(1)(a)
3. Ensure reach ranges for the "Coffee Station" comply with IAC Section 400.320(l)(6) in accordance with Section 400,220(e and f) and 400.Illustration B., Figures 6 and 54.

Planning & Community Development Dept. Review

June 29, 2016



REVIEW ROUND 1

Project: Marathon Gas Station with Convenience Store
1706 W Northwest Highway

Case Number: PC 16-016

General:

7. Per staff research, the subject property has never been granted a Special Use Permit to allow the existing Automobile Service Station. As the property owner intends to remodel the existing auto service station to remove the repair portion of the facility and replace it with a larger convenience store, a Special Use Permit is required. Section 5.5-1 of Chapter 28 classifies Automobile Service Stations as a Special Use within the B-2, General Business zoning district.
8. Please clarify what mechanical units will be located on the ground, and indicate their location on the site plan. Screening of all mechanical units is required.
9. Will any exterior items be sold, including ice, propane, firewood, windshield fluid, etc.? Please indicate the location of any outdoor storage on the site plan.
10. Please provide information regarding the proposed refuse collection and delivery schedule (gasoline items and the items for sale in retail portion of the facility).
11. A Design Commission application is required for this project. Please submit a Design Commission application as soon as possible. The Design Commission approval must come prior to the Plan Commission approval, so failure to initiate the Design review process may delay appearance at the tentative Plan Commission hearing on July 27th.

Site/Landscaping:

12. The Plat of Survey is not to scale. Please provide a measurement from the rear of the building to the rear property line on the Plat of Survey, and provide a Plat of Survey that is to-scale. Additionally, the Plat of Survey is indicating that there is a public alley in the rear of the site. This alley was vacated via Doc. 0534219020. The Plat of Survey and site plan should be revised to address the property boundaries given that the alley has been vacated.
13. Please develop a plan for the rear of the site, including how the existing alley will be integrated within the development. Please work with the neighbor on the other side of the alley to develop a plan for this area.
14. Please clarify the boundaries of the pump islands. On the Plat of Survey, it appears that there are 4 pump islands; on the site plan there only appears to be two pump islands. If pumps will be removed, please clarify this. If the pumps will remain as is, please revise the site plan to show the 4 existing pump islands as per the Plat of Survey.
15. Dumpster enclosure should be moved back so that it is behind the rear of the building (please see the attached graphic at the end of this review.) Additionally, the materials of the enclosure should be revised so that they match the materials of the building.

16. Please alter the orientation and size of the proposed landscape island along the northwest side of the site. The location should be altered so that it provides a landscape bed for the proposed ground sign. This might also allow an additional parking spot (see attached graphic).
17. Additional landscaping, as well as a privacy fence, should be installed along the rear property line (see attached graphic). The size of this landscape area will be analyzed once the site plan has been adjusted to accommodate for the vacated alley and a plan has been determined for the vacated alley area.
18. All gravel/pavement should be removed from the area on the northwest side of the building (see attached graphic – area in pink). This area should be replaced with sod and/or landscaping.
19. The asphalt on the side of the building (see yellow area on attached graphic) should be resurfaced and must comply with all engineering standards for parking lots. A landscape island along the rear of this area may be required once a final plan for the vacated alley area is determined. Picture below documents current deteriorated condition of pavement.



Parking/Traffic:

20. Please analyze all parking spaces and drive aisles with respect to Section 11.2-8 and 11.2-9. It appears that there is only approx. 10' of clearance between the 3rd parking space in front of the building and the pump island (see graphic). Furthermore, it appears there would be less than 10' of clearance if a car was parked at the pump. Additionally, the drive aisle to the rear driveway entrance along Race Avenue does not appear to provide enough room for two way traffic.
21. Please evaluate the possibility of removing the entrance drive along Race Avenue, adjacent to the intersection of

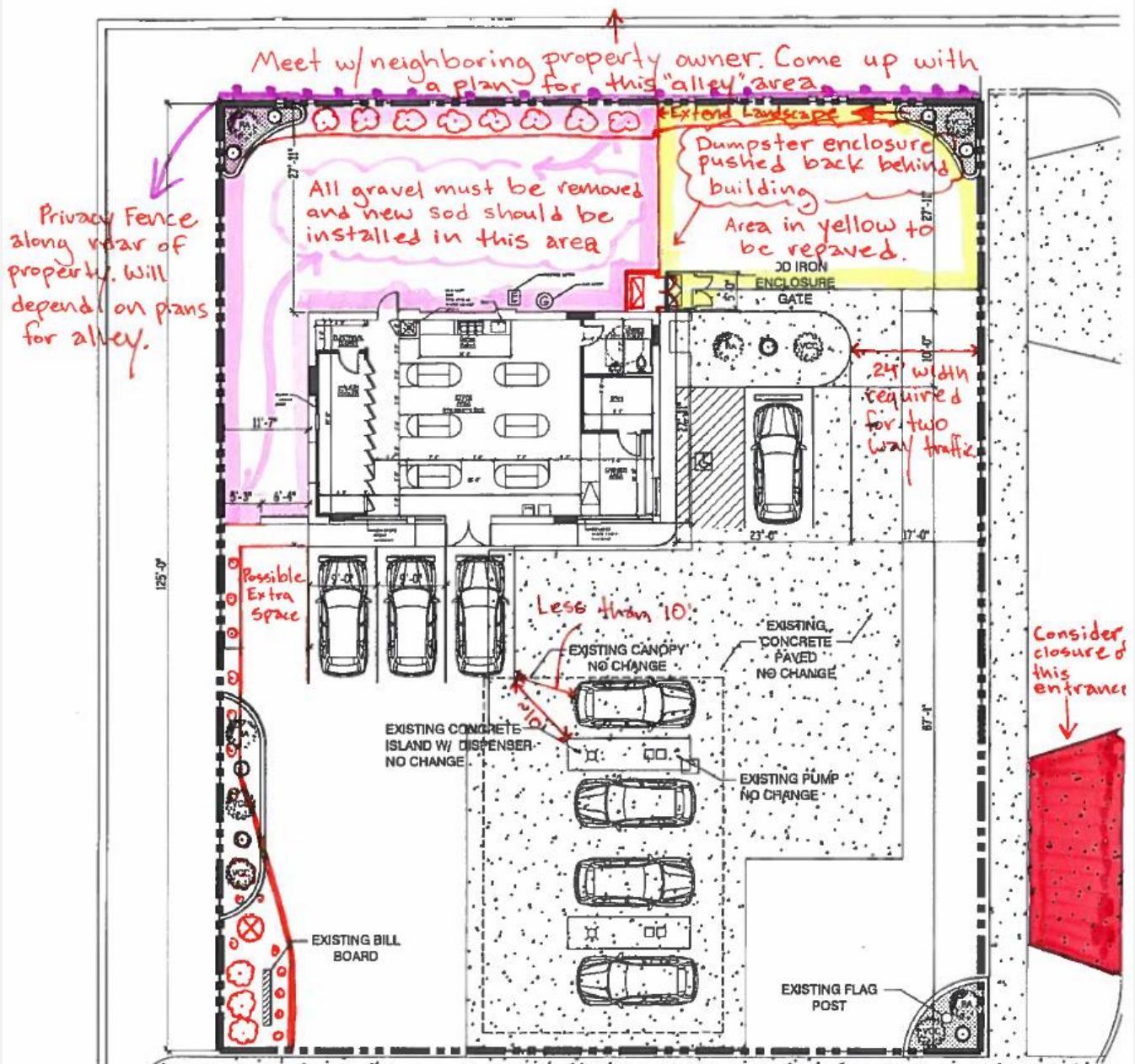
Race and Arlington Heights Rd. This may allow additional parking and/or landscaping to be installed in this area (see attached graphic). This would also allow for the addition of parkway trees.

22. The required parking for the subject property is calculated in the below table. Please provide the total number of peak employees that will be present on the subject property. Once this figure is provided, staff can determine the total number of parking spaces for the site. Since one space per employee is required for each employee, the total number of parking spaces on the site must increase, or the subject property must be approved for a variation.
23. The location of the handicap parking space needs to be relocated to the closest accessible entrance. See review comments from Health Dept.

ADDRESS	TENANT	CODE USE	GROSS SQUARE FOOTAGE	NUMBER OF EMPLOYEES	NUMBER OF SERVICE BAYS	PARKING REQUIREMENT	PARKING REQUIRED
1706 W. Northwest Highway	Marathon Gas Station	Retail Store	1,307	N/A	N/A	1 per 300 sq. ft.	4
		Auto Service Station	N/A	Unknown	0	1 per employee plus 3 per service bay	Unknown. Depends on Number of Employees
Total Required							4
Total Provided							4
Surplus / (Deficit)							Deficit Based on # of employees

Handicap Parking Required	1
Handicap Parking Provided	1

- SEE ATTACHED GRAPHIC ON NEXT PAGE -



Prepared by: SAM/UBBARI

Marathon Gas Station
1706 W. Northwest Highway
PC 16-016
July 1, 2016

Landscape Issues

- 1) The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree (Chapter 28, Section 6.16-1.2b).
- 2) Per Chapter 28, Section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Provide a three foot high screen along Northwest Highway and Race Avenue.
- 3) Provide landscaping at the base of the ground sign in the southwest corner. Per Chapter 30, landscaping is required at the base of ground signs. Extend the proposed landscape island along the west property line to the south and incorporate the ground sign within the island.
- 4) Along the rear property line, adjacent to the residential district, provide 6' high landscaping that provides year round opacity and/or a 6 foot high solid fence (Chapter 28, Section 6.15).
- 5) It is recommended that the area on the northwest side and north side of the building be converted to open greenspace.
- 6) The proposed landscaping at the corner of Race and Northwest Highway will obstruct site lines. Within the island it is recommended that a mix of salt tolerant/drought tolerant plant material that will not exceed three feet in height be incorporated in this area.
- 7) Overall the landscaping is minimal and additional landscaping should be provided. The area in the rear of the building is in need of attention. Incorporate foundation plantings along the north and west elevation. The trash enclosure must be fully screened.

Plan Review

Address: 1706 W. Northwest Highway
Marathon Gas Station/Convenience Store
Special Use Permit for Automobile Service Station with
Convenience Mart
P.C. 16-016 Round 1

Submitted to: Sam Hubbard, Planning

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793 

Date: June 29, 2016

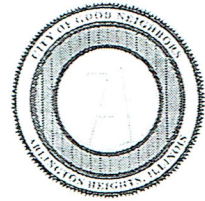
Re: Illinois Accessibility Code (IAC) Effective April 1997
<http://www.illinois.gov/cdb/business/codes/pages/illinoisaccessibilitycode.aspx>

Sheet A-1

1. Relocate the "Reserved Accessible Parking Space" to the parking space closest to the accessible entrance. See IAC Section 400;.310(c)(2).
We provide in construction documents
2. Provide a service counter in compliance with Section 400.320(h)(1)(a)
We provide in construction documents
3. Ensure reach ranges for the "Coffee Station" comply with IAC Section 400.320(l)(6) in accordance with Section 400,220(e and f) and 400.Illustration B., Figures 6 and 54.
We provide in construction documents

Planning & Community Development Dept. Review

June 29, 2016



REVIEW ROUND 1

Project: Marathon Gas Station with Convenience Store
1706 W Northwest Highway

Case Number: PC 16-016

General:

7. Per staff research, the subject property has never been granted a Special Use Permit to allow the existing Automobile Service Station. As the property owner intends to remodel the existing auto service station to remove the repair portion of the facility and replace it with a larger convenience store, a Special Use Permit is required. Section 5.5-1 of Chapter 28 classifies Automobile Service Stations as a Special Use within the B-2, General.
Existing service station no special use permit issued at this location. Submitting documents for the special use permit
8. Please clarify what mechanical units will be located on the ground, and indicate their location on the site plan. Screening of all mechanical units is required.
I Revised on date ;07/06/2016
9. Will any exterior items be sold, including ice, propane, firewood, windshield fluid, etc.? Please indicate the location of any outdoor storage on the site plan.
We will be revised and submitting in construction documents.
10. Please provide information regarding the proposed refuse collection and delivery schedule (gasoline items and the items for sale in retail portion of the facility).
Once in a week depend on Gas Sales.
11. A Design Commission application is required for this project. Please submit a Design Commission application as soon as possible. The Design Commission approval must come prior to the Plan Commission approval, so failure to initiate the Design review process may delay appearance at the tentative Plan Commission hearing on July 27th.
Submitted on date ;07/12/2016

Site/Landscaping:

12. The Plat of Survey is not to scale. Please provide a measurement from the rear of the building to the rear property line on the Plat of Survey, and provide a Plat of Survey that is to-scale. Additionally, the Plat of Survey is indicating that there is a public alley in the rear of the site. This alley was vacated via Doc. 0534219020. The Plat of Survey and site plan should be revised to address the property boundaries given that the alley has been vacated.
Yes we will be revised and submitting in construction documents.
13. Please develop a plan for the rear of the site, including how the existing alley will be integrated within the development. Please work with the neighbor on the other side of the alley to develop a plan for this area.
Yes we will be revised and submitting in construction documents.
14. Please clarify the boundaries of the pump islands. On the Plat of Survey, it appears that there are 4 pump islands; on the site plan there only appears to be two pump islands. If pumps will be removed, please clarify this. If the pumps will remain as is, please revise the site plan to show the 4 existing pump islands as per the Plat of Survey.
Revised on date ;07/06/2016
15. Dumpster enclosure should be moved back so that it is behind the rear of the building (please see the attached graphic at the end of this review.) Additionally, the materials of the enclosure should be revised so that they match the materials of the building.

Revised on date ;07/06/2016

Race and Arlington Heights Rd. This may allow additional parking and/or landscaping to be installed in this area (see attached graphic). This would also allow for the addition of parkway trees.

Revised on date :07/06/2016

22. The required parking for the subject property is calculated in the below table. Please provide the total number of peak employees that will be present on the subject property. Once this figure is provided, staff can determine the total number of parking spaces for the site. Since one space per employee is required for each employee, the total number of parking spaces on the site must increase, or the subject property must be approved for a variation.

Revised on date :07/06/2016

23. The location of the handicap parking space needs to be relocated to the closest accessible entrance. See review comments from Health Dept.

ADDRESS	TENANT	CODE USE	GROSS SQUARE FOOTAGE	NUMBER OF EMPLOYEES	NUMBER OF SERVICE BAYS	PARKING REQUIREMENT	PARKING REQUIRED
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		Auto Service Station	N/A	Unknown	0	1 per employee plus 3 per service bay	Unknown. Depends on Number of Employees
Total Required							4
Total Provided							4
Surplus / (Deficit)							Deficit Based on # of employees

Handicap Parking Required	1
Handicap Parking Provided	1

- SEE ATTACHED GRAPHIC ON NEXT PAGE -

Marathon Gas Station
1706 W. Northwest Highway
PC 16-016
July 1, 2016

Landscape Issues

- 1) The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree (Chapter 28, Section 6.16-1.2b).
- 2) Per Chapter 28, Section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Provide a three foot high screen along Northwest Highway and Race Avenue.

Will be Revised in permit construction drawing.

- 3) Provide landscaping at the base of the ground sign in the southwest corner. Per Chapter 30, landscaping is required at the base of ground signs. Extend the proposed landscape island along the west property line to the south and incorporate the ground sign within the island.

Will be Revised in permit construction drawing.

- 4) Along the rear property line, adjacent to the residential district, provide 6' high landscaping that provides year round opacity and/or a 6 foot high solid fence (Chapter 28, Section 6.15).

N/A

- 5) It is recommended that the area on the northwest side and north side of the building be converted to open greenspace.

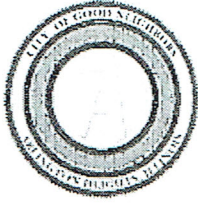
Will be Revised in permit construction drawing.

- 6) The proposed landscaping at the corner of Race and Northwest Highway will obstruct site lines. Within the island it is recommended that a mix of salt tolerant/drought tolerant plant material that will not exceed three feet in height be incorporated in this area.

Will be revised in permit construction drawing.

- 7) Overall the landscaping is minimal and additional landscaping should be provided. The area in the rear of the building is in need of attention. Incorporate foundation plantings along the north and west elevation. The trash enclosure must be fully screened.

Will be revised in permit construction drawing.



**Village of Arlington Heights, IL
Building Services Department
Fire Safety Division**

33 S. Arlington Heights Rd., Arlington Heights, IL 60005
(847) 368-5560 · FAX (847) 368-5975 · www.vah.com

**To: S. Hubbard, Development Planning
A. Larson, A.H.F.D.**

**Re: 1706 W. Northwest Highway
PC#16-016**

The following is provided in response to your request for review and comment regarding the proposed Plan Commission case for the subject property.

I have no concerns/objection for approval of a Special Use Permit for Automobile Service Station and Convenience Mart under the following conditions:

1. All current Codes and State Regulations regarding storage and use of flammable and combustible liquids shall be adhered to.
2. Should the owner choose to not use the fuel pumps for fuel delivery, requirements of the Fire Code mandate that the existing fuel tanks meet certain criteria based on the amount of time the tanks would be considered to be abandoned.

After Renovation all pumps and gas sales to continue to be use

Following is information from the International Fire Code of those requirements. This list is NOT inclusive of all regulations that may apply:

- a. Tanks taken out of service shall be removed in accordance with Section 3404.2.14, or safeguarded in accordance with Sections 3404.2.13.1 through 3404.2.13.2.3 of the 2009 International Fire Code. and API 1604.
- b. Underground tanks temporarily out of service shall have the fill line, gauge opening, vapor return and pump connection secure against tampering. Vent lines shall remain open and be maintained.
- c. Underground tanks not used for a period of 90 days shall be safeguarded in accordance with all the following or be removed.
 1. Flammable or combustible liquids shall be removed from the tank.
 2. All piping, including fill line, gauge opening, vapor return and pump connection, shall be capped or plugged and secured from tampering.
 3. Vent lines shall remain open and be maintained

After Renovation all pums and gas sales to continue to be use

d. Underground tanks that have been out of service for a period of one year shall be removed from the ground, or abandoned in place in accordance with the following:

1. Flammable and combustible liquids shall be removed from the tank and connected piping.
2. The suction, inlet, gauge, vapor return and vapor lines shall be disconnected.
3. The tank shall be filled completely with an approved inert solid material.
4. Remaining underground piping shall be capped or plugged.
5. A record of tank size, location and date of abandonment shall be retained
6. All exterior above-grade fill piping shall be permanently removed when tanks are abandoned or removed.

After Renovation all pumps and gas sales to continue to be use.

Other local, state or federal regulations may also apply.

Should you have additional questions feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Lay", with a stylized flourish at the end.

Don Lay, M.B.A, C.F.I.
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: July 5, 2016
Subject: 1706 W. Northwest Highway P.C. #16-016 revised

With regard to the proposed construction, I have the following comments:

1. The addition of a food preparation area may require a grease trap.
It will be revised and prepacked incorporated in building permit drawing.
2. The existing domestic service may need to be increased in diameter to meet the minimum plumbing flow requirements.
It will be revised and prepacked incorporated in building permit drawing.
3. An approved RPZ will need to be installed once the water service diameter is determined.
It will be revised and prepacked incorporated in building permit drawing.
4. Upon completion of renovations, please verify and correct any defects to the existing sidewalk to meet existing Village code.
It will be revised and prepacked incorporated in building permit drawing.

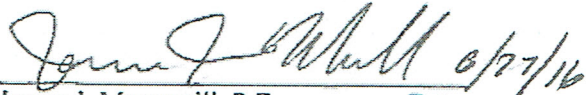
"ALL PREPACK FOOD"

Thank you for the opportunity to comment on this permit application.

C: file
LF

PLAN COMMISSION PC #16-016
Marathon Gas Station/Convenience Store
1706 W. Northwest Highway
SU-Auto Service Station with Convenience Mart
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.
Yes we do
12. Plans are acceptable for Special Use approval; however, permit submittal will require engineering plans including grades to show existing and proposed drainage patterns.
Yes we do
13. Site plan shows two pump islands, but the ALTA survey shows four pump islands
Revised drawing date :07/06/2016
14. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. Will be revised in construction documents.
15. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus. Will be revised in construction documents.
16. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
Will be revised in construction documents.


James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

Fire Apparatus Tower 131 Specifications (1 page)

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JUN 27 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Arlington Heights Fire Department Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

1706 W NWHWY

Planning Department Contact _____

Sam Hubbard

General Comments

Due to the poor quality drawings and limited information provided the fire department has no comment at this time. Future comments may come once better and more accurate information is provided.

NOTE; PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PERMIT DRAWING

Date July 1, 2016 Reviewed By: LT. Andrew Larson

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Marathon Gas Station/ Convenience Store
1706 W. Northwest Highway
PC 16-016
Round 1

Review Comments

06/28/2016

1. **Character of use:**

The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**

Lighting should be up to Village of Arlington Heights code.

3. **Present traffic problems?**

There are no apparent traffic problems at this location.

4. **Traffic accidents at particular location?**

This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**

This development should not create any additional traffic problems.

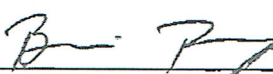
6. **General comments:**

-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.

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations. Will be Revised on permit drawing.

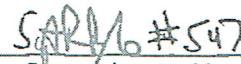
- Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

Will be revised on permit drawing.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #547

Supervisor's Signature

RECEIVED
JUN 28 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: tmorales@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL 60005
Attention: Police Administration

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

After renovation we will provide company name and phone number with copy of contract



Village of Arlington Heights, IL
Department of Building Services
Fire Safety Division



P.C. Number: #16-016 Round 2

Project Name: Marathon Gas Station/Convenience Store
Project Location: 1706 W. Northwest Highway
Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments

1. The fuel pump emergency cut off switch shall be tested and accepted prior to operation of fuel pumps being placed in service.
2. The proper placement of fire extinguishers and current testing criteria/certification shall be confirmed by a fire inspector prior to opening.
3. Emergency lighting shall be tested and accepted prior to opening.
4. The owner shall provide a current inspection test certificate for all life safety systems (fire alarm, fire suppression) if applicable prior to opening for business.

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SEP-28-2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 09-27-16

Reviewed By:


Fire Safety Supervisor

PLAN COMMISSION PC #16-016
Marathon Gas Station/Convenience Store
1706 W. Northwest Highway
SU-Auto Service Station with Convenience Mart
Round 2

17. The responses made by the petitioner to comments #11-13 & 15-16 are acceptable.
18. The response made by the petitioner to comment #14 is noted. Lighting will be addressed in the permit phase and must conform to the requirements in Comment #14.
19. There is not enough room between the northwest pump and the proposed parking space for access to the north side of the pump if the parking space is occupied. Suggest eliminating one parking space, keeping the proposed handicap access space, and placing the striped area on the east side of the space.

James J. Massarelli, P.E.
Director of Engineering

Date

RECEIVED

OCT 06 2016

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Marathon Gas Station/ Convenience Store
1706 W. Northwest Highway
PC 16-016
Round 2

Review Comments

10/03/2016

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:**
 - Recommended to have an alarm system along with signage indicating there is an alarm on premise. Make sure all exterior doors have alarm company security signage clearly displayed.
 - Install cameras (with recording capabilities) on the exterior and interior of store, to include a monitor at the checkout counter so employees have ability to monitor store interior and exterior. Exterior surveillance should be able to monitor license plates at pumps for drive offs, patrons entering and exiting building, etc.
 - Ensure employees have unobstructed views of the aisles- utilizing open floor plan, convex mirrors. Install mirrors in ceiling corners of store to improve visibility within store and down aisles.
 - High value merchandise should be kept in secured/locked area behind counter
 - Recommended to relocate the ice freezer to front of store in an area visible to employees to deter/reduce theft. Relocate bicycle rack as well.
 - Store front windows should be free of large posters and obstructions to increase visibility from outside in and vice versa.
 - Recommended to have rear access door (northside) relocated so employees can have better view of door to deter theft; or install door buzzer/chimes to alert employee when door is open(ed)

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OCT 04 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

B. Romag #212

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

D. H. #557

Supervisor's Signature



Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner
From: Sean Freres, Environmental Health Officer
Date: September 29, 2016
Re: Marathon Gas Station- PC#16-016 Round 2

A handwritten signature in black ink, appearing to be "SF", written over the "From" line.

Interior grease interceptor lid must be installed flush with floor finish.

See attached accessibility comment.

RECEIVED
SEP 30 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review

Address: 1706 W. Northwest Highway
Marathon Gas Station/Convenience Store
Special Use Permit for Automobile Service Station with
Convenience Mart
P.C. 16-016 Round 2

Submitted to: Sam Hubbard, Planning

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793



Date: September 28, 2016

Re: Illinois Accessibility Code (IAC) Effective April 1997
<http://www.illinois.gov/cdb/business/codes/pages/illinoisaccessibilitycode.aspx>

Sheet A2 - New Concrete Ramp (ADA) at Doorway

Level landings are required at doorways per IAC Section 400.310(j)(5) in accordance with IAC section 400.310(e)(4)(D).

Planning & Community Development Dept. Review

October 5, 2016



REVIEW ROUND 1

Project: Marathon Gas Station with Convenience Store
1706 W Northwest Highway

Case Number: PC 16-016

General:

7. Section 5.1-11.1(h) of Chapter 28 states that "All deliveries and loading related activities, as well as parking lot sweeping in the service area, directly abutting a residential property, shall not be permitted between the hours of 10:00 p.m. and 7:00 a.m." As the subject property abuts a residential area, it is subject to the above restriction. Please confirm that no deliveries will take place between 10:00 p.m. and 7:00 a.m.
8. Please clarify if any new lighting will be proposed. If any new lighting is proposed, a photometric plan will be required.
9. The proposed 8' tall fence along the rear of the property must be reduced in height so as not to exceed 6'. Additionally, this fence should be a solid privacy fence so as to provide a full screen (i.e. spaces between the fence boards are not allowed). Please revise this graphic on the site plan.
10. The fencing in the front of the property along Northwest Highway and along Race Avenue is not allowed.
11. The fence along the side of the property (west) should be revised so that it is a 5' tall board-on-board fence. The proposed 8' tall fence in this location is not allowed. Please provide a detail for the 5' tall solid board-on-board fence, or add a note to the site plan indicating that it will be a board-on-board fence.
12. Please provide information on the maximum number of employees.

Site/Landscaping:

13. Handicap parking spaces are only required to be 8' wide with an 8' wide striped access pathway. The proposed handicap space appears to be 9' wide with a 9' wide access pathway. Please reduce the width of this space to be 8' wide with an 8' wide striped access aisle, which will allow for greater distance between the pump island and the edge of the parking space. Additionally, we recommend removing the parking space on the side to provide additional drive aisle space (see attached graphic).
14. The two parking spaces at the rear of the property appear to be 10' in width. Code only requires 9' wide minimum width for parking spaces. Please reduce the width of these spaces to be 9' wide to allow for the continuation of the landscape bed in this area (see attached graphic). The landscape bed should be 3' in width (not including curb), which may require the parking spaces to be shifted to the south. The fence should be located on the **outside** of the curb for the landscape bed.
15. Add a note to the "Asphalt Paved Area" indicating that the asphalt in this area will be removed and replaced (see attached graphic).
16. Add a note to the "Remove Existing Gravel Area With New Sodding" to clarify that the new sodding will be

added (see graphic).

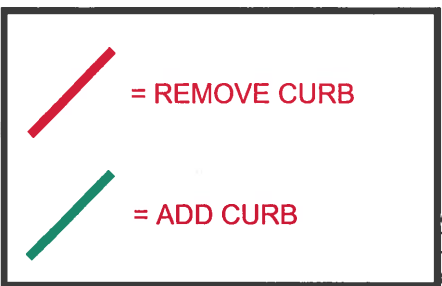
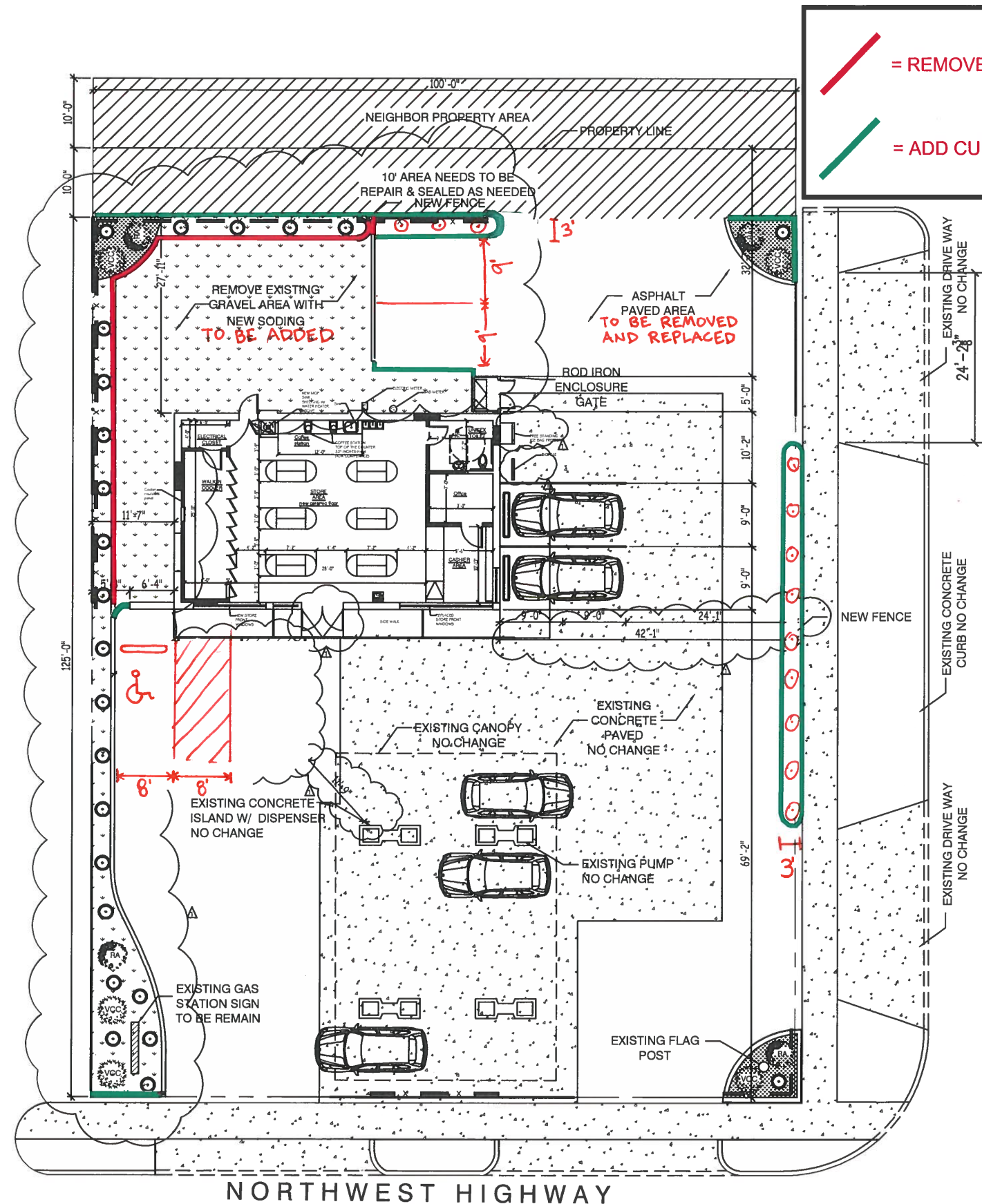
17. Curbs must be provided around edges of the landscape beds. The curbs around the landscape beds that abut the newly sodded area should be removed (see attached graphic).
18. A 9-foot wide curbed island with a 4-inch caliper shade tree is required at the end of each row of parking row. Since this requirement has not been met, a Variation is required. Staff supports this Variation due to the small size of the site, however, please provide the written justification as outlined in #22 below.
19. A 3' wide (not including curb) curbed landscape bed should be added along Race Avenue (see attached graphic). This will reduce the width of the drive aisle, but staff is supportive of a Variation to reduce this drive aisle width to accommodate the landscape bed.
20. Please clarify the color of the metal panel that will be on the gate for of the dumpster enclosure. Will the panel be painted?
21. Information on the materials of the walls of the dumpster enclosure is required. The walls should be brick to match the materials of the building. No information on the walls of the dumpster enclosure have been provided.
22. Written justification must be provided for any Variation requested, as per the following criteria:
 - That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
 - The plight of the owner is due to unique circumstances.
 - The variation, if granted, will not alter the essential character of the locality.

Parking/Traffic:

23. The drive aisle, currently shown as 11'9" and in-between the handicap space and the existing pump, is required to be no less than 24' in width. Please revise the plan to create a 24' wide drive aisle or request a Variation.

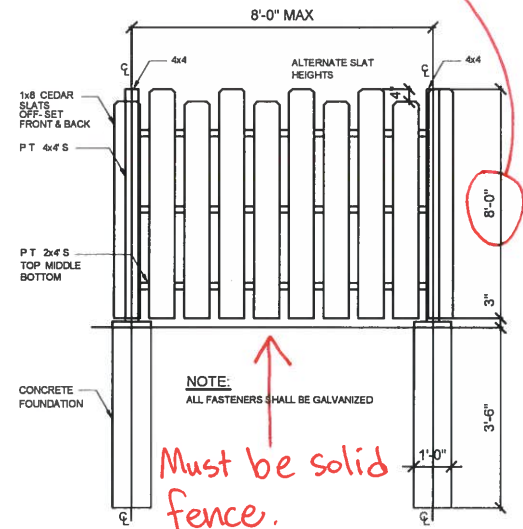
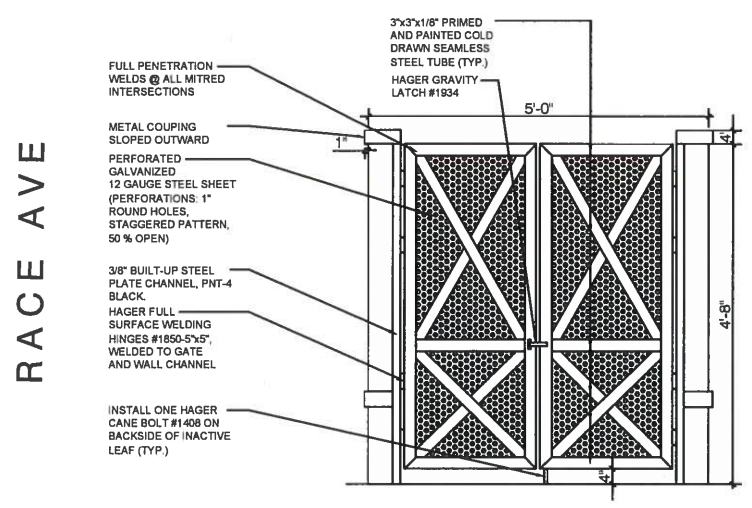
- SEE ATTACHED GRAPHIC ON NEXT PAGE -

Prepared by: SAM J. LUBARZ



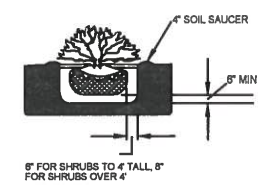
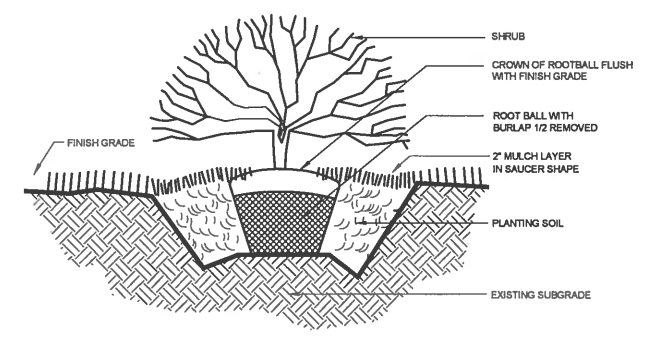
CAPE LEGEND:

	PLANT QUANTITY	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS
NATIVE FLOWERS	1 ST	WOODLAND STONECROP	SEDUM TERNATUM	less than 12" n height	WHITE FLOWERS (APRIL-MAY)
SHRUBS	4	ALPINE CURRANT	RIBES ALPINUM	30" HGT.	36" O.C.
	5	DWARF KOREANSPICE VIBURNUM	VIBURNUM CARLESSI COMPACTUM	30" HGT.	36" O.C.
		GRASS AREA			



1 ELEVATION - PROPOSED TRASH ENCLOSURE WITH GATES N.T.S.

2 NEW FENCE DETAIL TYPICAL N.T.S.



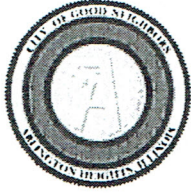
3 SHRUB DETAIL N.T.S.

4 SHRUB DETAIL N.T.S.

Marathon Gas Station
1706 W. Northwest Highway
PC 16-016
October 5, 2016

Landscape Issues

- 1) Overall the landscaping is minimal. Along the north property line, replace the sedum with a deciduous shrub that is salt and drought tolerant and planted three feet on center. In addition, it is recommended that the width of the planting bed be increased from 2.5 feet to 3 feet.
- 2) Along the west property line consider ornamental grasses in place of the proposed sedum. The ornamental grasses should be planted approximately 2 feet on center.
- 3) It is recommended that a salt tolerant perennial that is less than 3 feet in heights such as Daylilies be included within the island adjacent to the flag pole and in the island in the northeast corner. Adjacent to the ground sign in the southwest corner, consider incorporating low shrubs and perennials such as Low Gro Sumac and Daylilies. The proposed landscaping will obstruct sight lines.
- 4) The fence along the north property line must be six foot high and solid. The fence along the west property line may not exceed a height of 5 feet and must be semi open.
- 5) There are concerns with the fence proposed along Race Avenue and Northwest Highway. It is recommended that the fence be removed.
- 6) It is recommended that a three foot high landscape screen along Race be provided.
- 7) The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree (Chapter 28, Section 6.16-1.2b) or a variation will be required.



Village of Arlington Heights, IL
Department of Building Services
Fire Safety Division



P.C. Number: #16-016 Round 2

Project Name: Marathon Gas Station/Convenience Store
Project Location: 1706 W. Northwest Highway
Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments

1. The fuel pump emergency cut off switch shall be tested and accepted prior to operation of fuel pumps being placed in service. SEE ATTACH DWG F1.
2. The proper placement of fire extinguishers and current testing criteria/certification shall be confirmed by a fire inspector prior to opening. SEE ATTACH DWG F1.
3. Emergency lighting shall be tested and accepted prior to opening. WE SHALL CALL THE VILLAGE INSPECTION PERIOR TO GRAND OPENING.
4. The owner shall provide a current inspection test certificate for all life safety systems (fire alarm, fire suppression) if applicable prior to opening for business. WE SHALL CALL THE VILLAGE INSPECTION PERIOR TO GRAND OPENING.

RECEIVED

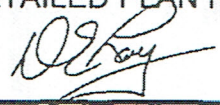
SEP-28-2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 09-27-16

Reviewed By:


Fire Safety Supervisor



Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner
From: Sean Freres, Environmental Health Officer 
Date: September 29, 2016
Re: Marathon Gas Station- PC#16-016 Round 2

Interior grease interceptor lid must be installed flush with floor finish.

See attached accessibility comment. SEE ATTACH DWG P1, REVISION-2 WITH DETAIL.

RECEIVED
SEP 30 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

B. Romag #212

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

D. H. #557

Supervisor's Signature

PLAN COMMISSION PC #16-016
Marathon Gas Station/Convenience Store
1706 W. Northwest Highway
SU-Auto Service Station with Convenience Mart
Round 2

17. The responses made by the petitioner to comments #11-13 & 15-16 are acceptable. YES WE DO.
18. The response made by the petitioner to comment #14 is noted. Lighting will be addressed in the permit phase and must conform to the requirements in Comment #14. YES WE DO.
19. There is not enough room between the northwest pump and the proposed parking space for access to the north side of the pump if the parking space is occupied. Suggest eliminating one parking space, keeping the proposed handicap access space, and placing the striped area on the east side of the space. SEE ATTACH DWG AZ REVISION-2

James J. Massarelli, P.E. Date
Director of Engineering

RECEIVED

OCT 06 2016

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 16-016

Project Name

Marathon Gas / Convenience Store

Project Location

1706 W. NWHWY

Planning Department Contact Sam Hubbard

General Comments

1. Building to be sprinkled.
2. Locate the sprinkler connection at the main front entrance.
3. Locate a fire hydrant within 100' of the sprinkler connection.
4. Locate a Knox Box at the main front entrance.
5. Install a fully operational annunciator panel or alarm panel at the front door.

USE OF CHANGE IS ONLY ADDITIONAL AREA (C. STORE).
WOULD YOU LIKE TO HAVE MEETING WITH ARLINGTON FIRE MARSHALL TO
DISCUSS BEFORE PROCEED TO PLAN.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date September 26, 2016

Reviewed By: LT. Andrew Larson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Marathon Gas Station/ Convenience Store
1706 W. Northwest Highway
PC 16-016
Round 2

Review Comments

10/03/2016

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:**
 - Recommended to have an alarm system along with signage indicating there is an alarm on premise. Make sure all exterior doors have alarm company security signage clearly displayed. SEE ATTACH DWG F1, REVISION-2.
 - Install cameras (with recording capabilities) on the exterior and interior of store, to include a monitor at the checkout counter so employees have ability to monitor store interior and exterior. Exterior surveillance should be able to monitor license plates at pumps for drive offs, patrons entering and exiting building, etc. SEE ATTACH DWG S1, REVISION-2.
 - Ensure employees have unobstructed views of the aisles- utilizing open floor plan, convex mirrors. Install mirrors in ceiling corners of store to improve visibility within store and down aisles. SEE ATTACH DWG F1, REVISION-2.
 - High value merchandise should be kept in secured/locked area behind counter YES WE DO BEHIND COUNTER.
 - Recommended to relocate the ice freezer to front of store in an area visible to employees to deter/reduce theft. Relocate bicycle rack as well. SEE ATTACH DWG A2, REVISION-2.
 - Store front windows should be free of large posters and obstructions to increase visibility from outside in and vice versa. SEE ATTACH DWG F1, REVISION-2.
 - Recommended to have rear access door (northside) relocated so employees can have better view of door to deter theft; or install door buzzer/chimes to alert employee when door is open(ed) SEE ATTACH DWG F1, REVISION-2.

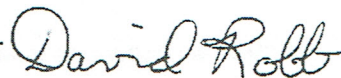
RECEIVED
OCT 04 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review

Address: 1706 W. Northwest Highway
Marathon Gas Station/Convenience Store
Special Use Permit for Automobile Service Station with
Convenience Mart
P.C. 16-016 Round 2

Submitted to: Sam Hubbard, Planning

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793



Date: September 28, 2016

Re: Illinois Accessibility Code (IAC) Effective April 1997
<http://www.illinois.gov/cdb/business/codes/pages/illinoisaccessibilitycode.aspx>

Sheet A2 - New Concrete Ramp (ADA) at Doorway

Level landings are required at doorways per IAC Section 400.310(j)(5) in accordance with IAC section 400.310(e)(4)(D).

SEE ATTACH DWG A3, REVISION-2.

Planning & Community Development Dept. Review

October 5, 2016



REVIEW ROUND 1

Project: Marathon Gas Station with Convenience Store
1706 W Northwest Highway

Case Number: PC 16-016

General:

7. Section 5.1-11.1(h) of Chapter 28 states that "All deliveries and loading related activities, as well as parking lot sweeping in the service area, directly abutting a residential property, shall not be permitted between the hours of 10:00 p.m. and 7:00 a.m." As the subject property abuts a residential area, it is subject to the above restriction. Please confirm that no deliveries will take place between 10:00 p.m. and 7:00 a.m. **YES WE DO.**
8. Please clarify if any new lighting will be proposed. If any new lighting is proposed, a photometric plan will be required. **SEE ATTACH DWG S1, REVISION-2.**
9. The proposed 8' tall fence along the rear of the property must be reduced in height so as not to exceed 6'. Additionally, this fence should be a solid privacy fence so as to provide a full screen (i.e. spaces between the fence boards are not allowed). Please revise this graphic on the site plan. **SEE ATTACH DWG A2, REVISION-2 WITH DETAIL.**
10. The fencing in the front of the property along Northwest Highway and along Race Avenue is not allowed. **WE REMOVED.**
11. The fence along the side of the property (west) should be revised so that it is a 5' tall board-on-board fence. The proposed 8' tall fence in this location is not allowed. Please provide a detail for the 5' tall solid board-on-board fence, or add a note to the site plan indicating that it will be a board-on-board fence. **SEE THE NOTE ON DWG A2, REVISION-2**
12. Please provide information on the maximum number of employees. **2 EMPLOYEES.**

Site/Landscaping:

13. Handicap parking spaces are only required to be 8' wide with an 8' wide striped access pathway. The proposed handicap space appears to be 9' wide with a 9' wide access pathway. Please reduce the width of this space to be 8' wide with an 8' wide striped access aisle, which will allow for greater distance between the pump island and the edge of the parking space. Additionally, we recommend removing the parking space on the side to provide additional drive aisle space (see attached graphic). **SEE ATTACH DWG A2, REVISION-2.**
14. The two parking spaces at the rear of the property appear to be 10' in width. Code only requires 9' wide minimum width for parking spaces. Please reduce the width of these spaces to be 9' wide to allow for the continuation of the landscape bed in this area (see attached graphic). The landscape bed should be 3' in width (not including curb), which may require the parking spaces to be shifted to the south. The fence should be located on the **outside** of the curb for the landscape bed. **SEE ATTACH DWG A2, REVISION-2.**
15. Add a note to the "Asphalt Paved Area" indicating that the asphalt in this area will be removed and replaced (see attached graphic). **SEE ATTACH DWG A2, REVISION-2.**
16. Add a note to the "Remove Existing Gravel Area With New Sodding" to clarify that the new sodding will be

added (see graphic). SEE ATTACH DWG A2, REVISION-2.

17. Curbs must be provided around edges of the landscape beds. The curbs around the landscape beds that abut the newly sodded area should be removed (see attached graphic). SEE ATTACH DWG A2, REVISION-2.
18. A 9-foot wide curbed island with a 4-inch caliper shade tree is required at the end of each row of parking row. Since this requirement has not been met, a Variation is required. Staff supports this Variation due to the small size of the site, however, please provide the written justification as outlined in #22 below.
19. A 3' wide (not including curb) curbed landscape bed should be added along Race Avenue (see attached graphic). This will reduce the width of the drive aisle, but staff is supportive of a Variation to reduce this drive aisle width to accommodate the landscape bed.
20. Please clarify the color of the metal panel that will be on the gate for of the dumpster enclosure. Will the panel be painted? **BLACK OR GRAY PAINT.**
21. Information on the materials of the walls of the dumpster enclosure is required. The walls should be brick to match the materials of the building. No information on the walls of the dumpster enclosure have been provided. **ROD AND IRON SEE THE DETAIL ON DWG A2, REVISION-2.**
22. Written justification must be provided for any Variation requested, as per the following criteria:
 - That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
 - The plight of the owner is due to unique circumstances.
 - The variation, if granted, will not alter the essential character of the locality.

Parking/Traffic:

23. The drive aisle, currently shown as 11'9" and in-between the handicap space and the existing pump, is required to be no less than 24' in width. Please revise the plan to create a 24' wide drive aisle or request a Variation. SEE ATTACH DWG A2, REVISION-2.

- SEE ATTACHED GRAPHIC ON NEXT PAGE -

Prepared by: 

Marathon Gas Station
1706 W. Northwest Highway
PC 16-016
October 5, 2016

Landscape Issues

- 1) Overall the landscaping is minimal. Along the north property line, replace the sedum with a deciduous shrub that is salt and drought tolerant and planted three feet on center. In addition, it is recommended that the width of the planting bed be increased from 2.5 feet to 3 feet. SEE ATTACH DWG A2, REVESION-2.
- 2) Along the west property line consider ornamental grasses in place of the proposed sedum. The ornamental grasses should be planted approximately 2 feet on center. SEE ATTACH DWG A2, REVESION-2.
- 3) It is recommended that a salt tolerant perennial that is less than 3 feet in heights such as Daylilies be included within the island adjacent to the flag pole and in the island in the northeast corner. Adjacent to the ground sign in the southwest corner, consider incorporating low shrubs and perennials such as Low Gro Sumac and Daylilies. The proposed landscaping will obstruct sight lines.
- 4) The fence along the north property line must be six foot high and solid. The fence along the west property line may not exceed a height of 5 feet and must be semi open. SEE ATTACH DWG A2, REVESION-2.
- 5) There are concerns with the fence proposed along Race Avenue and Northwest Highway. It is recommended that the fence be removed. WE REMOVED.
- 6) It is recommended that a three foot high landscape screen along Race be provided.
- 7) The ends of all parking rows must include a landscape island, which contains a 4" caliper shade tree (Chapter 28, Section 6.16-1.2b) or a variation will be required.

PLAN COMMISSION PROJECT TIMELINE

Project Name: Marathon Gas Station Redevelopment
PC Number: 16-016
Location: 1706 W. Northwest Highway
Requested Action: Special Use Permit to allow an Auto Service Station with Convenience Mart within the B-2 District, Variation to reduce the minimum width of drive aisles to 17' where code requires 24' in width, Variation to waive the requirement for landscape islands at the ends of all parking rows.

	Date	# of Business Days
Preliminary Meeting With Applicant	05/24/16	
PC Application Submittal Date	06/15/16	15
1 st Round Department Comments	07/01/16	12
Plat and Sub Committee Meeting	07/13/16	20 days from application date
Petitioner's Response to 1 st Round	09/26/16	59
2 nd Round Department Comments	10/07/16	9
Petitioner's Response to 2 nd Round	10/14/16	5
PC Hearing*	10/26/16	93 days from application date
Village Board	11/07/16	8
Village Board Ordinance Adoption	11/21/16	9

Note:

*Legal notice; State Statute requires 15 to 30 days notice.

** Applicant had to resolve several issues with plan prior to scheduling appearance before the Village Board.



Item: FY16 Water System Improvements Change Order

Department: Public Works

BACKGROUND

The approved Capital Projects Budget includes \$1,000,000 for the fiscal year ending December 31, 2016 for water main replacement throughout the Village. This project is part of our ongoing program to replace our water mains for continued uninterrupted use.

On April 4, 2016, the Village Board awarded a contract to Performance Construction of Yorkville, Illinois for \$868,880 for 4,300 feet of water main replacement located on Pinetree Drive, from Palatine Road to Valley Lane, and on Valley Lane, west of Pinetree Drive to Arlington Heights Road and Circle Hill Drive.

The project began on Pinetree Drive in June. At that time, it was determined that the water main on Pinetree Drive would be best placed within the roadway east of the west curb due to utility conflicts. At the time of installation, it was estimated that the extra cost for the placement of the water main within the roadway would be approximately \$75,000.

Once the water main was installed, the area was inspected by Public Works staff and McClure Engineering (Water Main Replacement consultant) and it was determined that the existing roadway did not hold up well. After discussion with the Village Engineering Staff, it was determined that the road restoration quantities should be increased to allow for half of the street to be resurfaced, instead of only the width of the trench.

Construction has now successfully been completed and the following additional items were encountered which require Village Board approval:

- Additional roadway repairs on Pinetree Drive to account for water main installation at a cost of \$71,436.80
- Additional pavement patch (7.25" thick) to relocate the main into Valley Lane on the east side of Arlington Heights Road, at a cost of \$15,498
- Increased patching within the intersections of Pinetree Drive and Valley

Lane, Valley Lane and Circle Hill Drive (east), and Valley Lane and Circle Hill Drive (west) at a cost of \$12,958.50

- Additional sidewalk replacement at a cost of \$5,537.50
- Additional driveway replacement at a cost of \$10,223.50

The total cost for all materials and labor to increase the restoration is \$115,654.30. While this is a significant increase to the original bid award (+13%), it should be noted that the circumstances which resulted in the additional costs could not have been accurately predicted.

This is the only Change Order to this contract. Although the final construction price of \$984,534.30 is under the construction budget, professional design services have been applied to this fund for the Water Main Capital Budget. Funds are available from Automatic Meter Reading System because their replacement has been deferred to 2020, based upon excellent 3rd party battery testing showing our radio units are lasting well past initial estimated life span. Staff therefore recommends a \$94,000 transfer to the Water Main Replacement Program to accommodate the overage.

RECOMMENDATION

It is recommended that the Village Board approve Change Order #1 to Performance Construction of Yorkville, Illinois, for the additional road, sidewalk, and driveway restoration on Pinetree Drive and Valley Lane in the amount of \$115,654.30 and authorize the transfer of \$94,000 from WA-03-02 to WA-90-01, both in Account Number 505-9001-571.50-25.

Bid Section

Item:	2016 Water System Improvements
Bid Opening Date:	April 4, 2016
Account Numbers:	505-9001-571-5025 WA9001
Total Budget for Specific Item:	
Bid Amount:	



Item: Dump Trucks - Public Works

Department: Public Works

BACKGROUND

The approved FY16 Capital Budget includes \$1,340,000 for the replacement of six single-axle dump trucks and one dual-axle dump truck for the Maintenance Division of the Public Works Department.

The State of Illinois, through their Central Management Services Department, offers a joint purchasing program to municipalities. The current State of Illinois contract for heavy duty trucks is through TRANS CHICAGO Truck Group of Elmhurst, Illinois.

Staff is recommending the replacement of two standard single-axle dump trucks with two hook lift hydraulic lifting systems, each with dump body, v-box spreader, and anti-icing tanks. Hook loaders have a similar cab and chassis, but have the ability to interchange truck bodies. This system has the potential to reduce manpower needs during leaf hauling and reduce future capital expenses in other Units of Public Works. For example, Public Works may be able to purchase a chipper box body to be used outside of plowing season, instead of needing a dedicated truck. Staff is excited about this potential increase in fleet efficiency.

The two dump trucks being replaced will be 14 years old by the time the proposed trucks arrive. The trucks are primarily used for Snow and Ice Control, but are also used during construction for asphalt and concrete work and for hauling leaves and aggregate.

Staff is also recommending the purchase of two 1,065 gallon anti-icing units to be used for the hook loader and two additional dump bodies. Currently, Staff uses 300-gallon tanks for our anti-icing needs and makes multiple trips to refill on the Supermix. The two additional dump bodies will allow Staff to reduce the hauling manpower per sweeper by 50%.

The Fleet Unit of Public Works has inspected the dump trucks and recommends replacement. If the purchase is approved, the existing dump trucks will be recommended for surplus when the new replacements arrive.

RECOMMENDATION

It is recommended that the Village Board award the bid to TRANSCHICAGO Truck Group of Elmhurst, Illinois, for the purchase of two Single-Axle Hook Lift Trucks with anti-icing accessories in an amount not-to-exceed \$454,218 for the Maintenance Division of Public Works and authorize the execution of the necessary contracts.

Bid Section

Item:	Dump Trucks - Public Works
Bid Opening Date:	State of Illinois - Control Management Services - Joint Purchasing Program
Account Numbers:	621-9003-572.50-05 (VH9501)
Total Budget for Specific Item:	\$1,340,000
Bid Amount:	\$454,218



Item: Ordinance - Code Amendment - Chapter 13

Department: Legal

An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code
(Section 13-610)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Section 13-610 AHMC

Type

Ordinance

AN ORDINANCE AMENDING CHAPTER 13
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE

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

SECTION ONE: That Chapter 13, Section 13-610 of the Arlington Heights Municipal Code, is hereby deleted in its entirety and substituted in lieu thereof with the following:

Section 13-610 Prohibited Sales and Delivery

- a. No licensee or officer, associate, member, representative, agent or employee of a licensee shall sell, give or deliver alcoholic liquor to any intoxicated person or to any person under the age of 21 years. Every licensee shall be responsible for determining proof of the lawful age of persons seeking to purchase or obtain alcoholic liquor from the licensee.
- b. No person, after purchasing or otherwise obtaining alcoholic liquor shall sell, give or deliver such alcoholic liquor to a person under the age of 21 years except in the performance of a religious ceremony or service. It shall be unlawful for any person under the age of 21 years to misrepresent his or her age for the purpose of purchasing or obtaining alcoholic liquor in any place in the Village where alcoholic liquor is sold.
- c. In every place in the Village where alcoholic liquor is sold, there shall be displayed at all times in a prominent place a printed card which shall read substantially as follows:

WARNING: YOU ARE SUBJECT TO A FINE UP TO \$500 UNDER THE ORDINANCES OF THE VILLAGE OF ARLINGTON HEIGHTS IF YOU PURCHASE ALCOHOLIC LIQUOR OR MISREPRESENT YOUR AGE FOR THE PURPOSE OF PURCHASING OR OBTAINING ALCOHOLIC LIQUOR.

- d. Any parent or guardian who shall knowingly permit any person under the age of 21 years of which he or she may be the parent or guardian to violate any provision of this Chapter shall, upon conviction, be subject to a fine of not more than \$750 for each such offense.
- e. For the purpose of preventing a violation of this Section, any licensee, or his or her agent or employee, may refuse to sell or serve alcoholic beverages to any person who is unable to produce adequate written evidence of identity and of the fact that he or she is over the age of 21 years.

Adequate written evidence of age and identity of the person is a document issued by a federal, state, county, or municipal government, or subdivision or agency thereof, including, but not limited to, a motor vehicle operator's license, a registration certificate issued under the Federal Selective Service Act, or an identification card issued to a member of the Armed Forces. Proof that the defendant-licensee, or his

or her employee or agent, demanded, was shown and reasonably relied upon such written evidence in any transaction forbidden by this Section is competent evidence and may be considered in any proceedings for the suspension or revocation of any license based thereon.

- f. Any person under the age of 21 years who attempts to purchase or receive any alcoholic liquor from a licensee shall be guilty of a violation of this Chapter.
- g. Any person who sells, gives, or furnishes to any person under the age of 21 years any false or fraudulent written, printed, or photostatic evidence of the age and identity of such person or who sells, gives or furnishes to any person under the age of 21 years evidence of age and identification of any other person is guilty of a violation of this Chapter.
- h. Any person under the age of 21 years who presents or offers to any licensee or his or her agent or employee, any written, printed, or photostatic evidence of age and identity which is false, fraudulent, or not actually his or her own for the purpose of ordering, purchasing, attempting to purchase, or otherwise procuring or attempting to procure, the serving of any alcoholic beverage or who has in his or her possession, any false or fraudulent written, printed, or photostatic evidence of age and identity is guilty of a violation of this Chapter.
- i. Any person under the age of 21 years who has any alcoholic beverage in his or her possession on any street or highway or in any public place or in any place open to the public is guilty of a violation of this Chapter.
- j. In addition to all other fines and penalties, the Local Liquor Control Commissioner may revoke the retail liquor dealer's license for any violation of the above paragraphs.

SECTION TWO: This Ordinance repeals all ordinances or parts of ordinances in conflict with the provisions hereof and shall be in full force and effect from and after its passage, approval and publication in pamphlet form, in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 21st day of November, 2016.

ATTEST:

Village President

Village Clerk

CODEAMTS:13-610



Item: Ordinance - Special Use Permit Amendment - Restaurant

Department: Planning/Legal

An Ordinance Amending Ordinance Number 88-014 Granting a Special Use Permit for Restaurant
(Egg Harbor Cafe, 140 W. Wing Street)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Egg Harbor Cafe SUP Amendment	Ordinance

AN ORDINANCE AMENDING
ORDINANCE NUMBER 88-014
GRANTING A SPECIAL USE PERMIT

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights, by adoption of Ordinance Number 88-014, granted a special use permit to allow the property located at 140 E. Wing Street, Arlington Heights Illinois, to be used as a restaurant; and

WHEREAS, on April 13, 2016, in Petition Number 16-006, pursuant to notice, the Plan Commission of the Village of Arlington Heights conducted a public hearing for an amendment to the special use to allow the expansion of the restaurant into an adjacent storefront; and

WHEREAS, the President and Board of Trustees have determined that the amendment of the special use, subject to certain conditions hereinafter described, is in the best interests of the Village of Arlington Heights,

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

SECTION ONE: That the special use permit granted in Ordinance Number 88-014 is amended to allow the expansion of the restaurant into an adjacent storefront on the property legally described as:

Lots 1 through 8, inclusive, in Block 20 in the Town of Dunton, now known as Arlington Heights, a subdivision of the West $\frac{1}{2}$ of the Southwest $\frac{1}{4}$ of Section 29, Township 42 North, Range 11 East of the Third Principal Meridian, excepting therefrom that part of said Lots 5 and 6 in Block 20, lying Southwesterly of a straight line drawn from a point on the South line of said Lot 5, 138.33 feet, as measured along the South line of Lots 4 and 5 in said Block 20, West of the Southeast corner of Lot 4 in said Block 20, to a point on the West line of said Lot 6, 138.55 feet, as measured along the West line of Lots 6, 7 and 8 in said Block 20, South of the Northwest corner of Lot 8 in said Block 20, all in Cook County, Illinois.

PIN 03-29-335-005-0000

commonly described as 140 E. Wing Street, Arlington Heights, Illinois, in substantial conformance with the following plans:

The following plans dated March, 11, 2016, have been prepared by Stratford Company:

Existing Restaurant, consisting of one sheet;

Proposed Restaurant Expansion, consisting of one sheet,

copies of which are on file and available for public inspection in the Village Clerk's office.

SECTION TWO: That the amendment to the special use permit granted by this Ordinance is subject to the following conditions, to which the Petitioner has agreed:

1. The Petitioner shall purchase monthly parking permits from the Village for employee parking in the Village-owned "North Garage."

2. The Petitioner shall comply with all applicable Federal, State and Village codes, regulations and policies.

SECTION THREE: That the Director of Building of the Village of Arlington Heights is hereby directed to issue permits for the improvement herein approved, upon proper application and after compliance with all applicable ordinances of the Village of Arlington Heights.

SECTION FOUR: That the remaining provisions in Ordinance Number 88-014 shall remain in full force and effect.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law, and shall be recorded with the Recorder of Cook County, Illinois.

AYES:

NAYS:

PASSED AND APPROVED this 21st day of November, 2016

Village President

ATTEST:

Village Clerk

Special Use:Egg Harbor Amendment



Item: Resolution - Village Manager Salary

Department: Manager/Legal

A Resolution Approving the Salary of the Village Manager of the Village of
Arlington Heights
(2016-17)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Village Manager salary - 2016-17	Resolution

A RESOLUTION APPROVING THE SALARY
OF THE VILLAGE MANAGER OF THE
VILLAGE OF ARLINGTON HEIGHTS

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

SECTION ONE: That the salary of the Village Manager of the Village of Arlington Heights be increased by 3% effective November 10, 2016 and that on or around December 1, 2016, the Village shall make a one-time contribution to the Village Manager's deferred compensation retirement account in the amount of \$5,535.

SECTION TWO: That the aforementioned salary shall apply to the individual that is currently employed in the position by the Village of Arlington Heights. In the event that the employee shall leave the employment of the Village of Arlington Heights, the salary shall not automatically apply to any subsequent individual hired for the position.

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

AYES:

NAYS:

PASSED AND APPROVED this 21st day of November, 2016.

Village President

ATTEST:

Village Clerk



Item: Resolution - Mutual Aid Network Agreement - Public Works

Department: PW/Legal

BACKGROUND

In December 2003, Homeland Security Presidential Directive 8 (HSPD-8) classified Public Works as a first responder in situations of domestic terror, disasters, and other emergencies to strengthen the preparedness capabilities of the United States at the Federal, State, and local level. The Public Works Department would like to affirm its commitment to emergency preparedness and HSPD-8 by joining the Illinois Public Works Mutual Aid Network (IPWMAN).

Founded in 2009, IPWMAN is a statewide network for Public Works Departments to coordinate outside assistance for municipalities affected by an emergency. IPWMAN was modeled after, and developed with assistance from representatives in, other first responder networks such as the Mutual Aid Box Alarm System (MABAS) and the Illinois Law Enforcement Alarms System (ILEAS). Since 2009, IPWMAN has grown from three members to 250 members. IPWMAN also represents Public Works as a member of the Illinois Terrorism Task Force (ITTF) and holds a seat at the Illinois State Emergency Operations Center.

Historically, the Arlington Heights Public Works Department has informally provided emergency assistance to surrounding municipalities when called on to do so. Joining IPWMAN would legitimize the Department's commitment to providing mutual aid and enhance the professionalism and reputation of the Department statewide. Like all of our previous assistance, participation at each event is 100% voluntary and will be at the Department's discretion.

In order to become a member of IPWMAN, the Village Board will need to authorize a resolution, approve the mutual aid agreement, and provide a list of all Department resources that are eligible for use during a mutual aid event. There is also a required dues payment based on population served. This annual cost is \$500 and can be covered using a combination of dollars from the Public Works General Fund, the Water Utility Fund, and the Fleet Operations Fund.

RECOMENDATION

Staff recommends that the Village Board approve the attached Resolution Authorizing Execution of the Illinois Public Works Mutual Aid Network

Agreement.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
IL PW Mutual Aid Network Agreement	Resolution
IL PW Mutual Aid Network	Agreement

A RESOLUTION AUTHORIZING
EXECUTION OF THE ILLINOIS PUBLIC WORKS
MUTUAL AID NETWORK AGREEMENT (IPWMAN)

WHEREAS, the Constitution of the State of Illinois, 1970, Article VII, Section 10, authorizes units of local government to contract or otherwise associate among themselves in any manner not prohibited by law or ordinance;

WHEREAS, the "*Intergovernmental Cooperation Act*", 5 ILCS 220/1 et seq., provides that any power or powers, privileges or authority exercised or which may be exercised by a unit of local government may be exercised and enjoyed jointly with any other unit of local government;

WHEREAS, Section 5 of the "*Intergovernmental Cooperation Act*", 5 ILCS 220/5, provides that any one or more public agencies may contract with any one or more public agencies to perform any governmental service, activity or undertaking which any of the public agencies entering into the contract is authorized by law to perform, provided that such contract shall be authorized by the governing body of each party to the contract;

WHEREAS, the Village President and the Board of Trustees of the Village of Arlington Heights have determined that it is in the best interests of the Village of Arlington Heights and its residents to enter into an intergovernmental agreement to secure to each the benefits of mutual aid in public works and the protection of life and property from an emergency or disaster and to provide for public works assistance, training and other necessary functions to further the response and recovery from said emergency or disaster. The principal objective of the public works mutual aid assistance is the response to and recovery from any emergency or disaster and the return of the community to as near normal as quickly as possible,

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

SECTION ONE: That the Village President and the Village Clerk are hereby authorized to execute the attached Agreement for participation in the Illinois Public Works Mutual Aid Network (IPWMAN).

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

AYES:

NAYS:

PASSED AND APPROVED this 21st day of November, 2016.

ATTEST:

Village President

Village Clerk

Resolution:Public Works Mutual Aid Network Agreement

**ILLINOIS PUBLIC WORKS
MUTUAL AID NETWORK AGREEMENT**

This Public Works Agreement (hereinafter “Agreement”) is entered into by the Village of Arlington Heights which has, by executing this Agreement, manifested its intent to participate in an Intrastate Program for Mutual Aid and Assistance, hereinafter entitled the “Illinois Public Works Mutual Aid Network (IPWMAN)”;

WHEREAS, the Constitution of the State of Illinois, 1970, Article VII, Section 10, (hereinafter “Act”) authorizes units of local government to contract or otherwise associate among themselves in any manner not prohibited by law or ordinance; and

WHEREAS, the Village is a home rule unit of local government under the 1970 Constitution of the State of Illinois and as such may exercise any power and perform any function pertaining to its government and affairs; and

WHEREAS, the Act provides that any one or more public agencies may contract with any one or more other public agencies to set forth fully the purposes, powers, rights, objectives and responsibilities of the contracting Parties; and

WHEREAS, the Illinois Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq., provides that any power or powers, privileges or authority exercised or which may be exercised by a unit of local government may be exercised and enjoyed jointly with any other unit of local government including a unit of local government from another state; and

WHEREAS, the Parties to this Agreement may voluntarily agree to participate in mutual aid and assistance activities conducted under the State of Illinois Intrastate Mutual Aid and Assistance Program and the Interstate Emergency Management Assistance Compact (EMAC). Parties may voluntarily agree to participate in an interstate Mutual Aid and Assistance Program for public works related agencies including, but not limited to; local municipal public works departments, township road districts, unit road districts, county highway departments, public water agencies and public wastewater agencies or any other governmental entity that performs a public works function through this Agreement if such a program were established.

WHEREAS, the Parties hereto are units of local government as defined by the Constitution of the State of Illinois and the Intergovernmental Cooperation Act; and

WHEREAS, the Parties recognize that they are vulnerable to a variety of potential, natural and man-made disasters; and

WHEREAS, the Parties to this Agreement wish to provide mutual aid and assistance to one another during times of disaster or public works emergencies.

NOW, THEREFORE, the Parties agree as follows:

SECTION I: PURPOSE

The Illinois Public Works Mutual Aid Network (IPWMAN) program is hereby established to provide a method whereby public works related agencies, including, but not limited to, local municipal public works departments, township road districts, unit road districts, county highway departments, public water agencies and public wastewater agencies or any other governmental entity that performs a public works function in need mutual aid assistance may request aid and assistance in the form of personnel, equipment, materials and/or other associated services as necessary from other public works related agencies. The purpose of this Agreement is to formally document such a program.

SECTION II: DEFINITIONS

The following definitions will apply to the terms appearing in this Agreement.

- A. “AGENCY” means any municipal public works agency, township road district, unit road district, county highway departments, publicly-owned water organization and publicly-owned wastewater organization or any other governmental entity that performs a public works function that abides by the provisions as found in this Agreement.
- B. “AID AND ASSISTANCE” includes, but is not limited to, personnel, equipment, facilities, services, materials and supplies and any other resources needed to provide mutual aid response.
- C. “AUTHORIZED REPRESENTATIVE” means a Party's employee who, by reason of his or her position, has been authorized, in writing by that Party, to request, offer, or provide aid and assistance pursuant to this Agreement. Each Party’s initial authorized representative, and the representative’s title, is listed on the contact list. If the title of the authorized representative as listed by name on the contact list has changed, such change shall have no effect on the authority of the authorized representative and the named person shall continue to be the authorized representative until a different person is named as the authorized representative in writing by the Party. In the event that the person who is listed as authorized representative is no longer employed by the Party, the successor in the office formerly held by the authorized representative shall automatically become the authorized representative unless the Party indicates otherwise in writing. Each Party’s authorized representative shall be responsible to designate someone to supervise that Party’s employees who are engaged in the receipt or furnishing of aid and assistance, including, but not limited to, opening of public ways; removal of debris; building of protective barriers; management of physical damage to structures and terrain; transportation of persons, supplies, and equipment; and repair and operation of municipal utilities.
- D. “BOARD OF DIRECTORS” is a group of representatives from the Parties to the IPWMAN Agreement elected to organize and maintain the program. The Board of Directors shall consist of members of the IPWMAN. Qualifications and terms for the Board members shall be defined in the By-Laws of the Illinois Public Works Mutual Aid Network, Inc.
- E. “BOARD MEMBER” is a representative of the Association (IPWMAN) serving on the Board of Directors.

- F. “DISASTER” means a calamitous incident threatening loss of life or significant loss or damage to property, including, but not limited to flood, winter storm, hurricane, tornado, dam break, or other naturally-occurring catastrophe or man-made, accidental, military, or paramilitary incident, or biological or health disasters or a natural or manmade incident that is, or is likely to be, beyond the control of the services, personnel, equipment and facilities of a Party that requires assistance under this Mutual Aid and Assistance Agreement, but must be coordinated through the appropriate local accredited/certified Emergency Management Agency coordinator.
- G. “IPWMAN” is the acronym for the Illinois Public Works Mutual Aid Network.
- H. “LOCAL EMERGENCY” is defined as an urgent need requiring immediate action or attention beyond normal capabilities, procedures and scope for aid and assistance by an agency.
- I. “MUTUAL AID RESOURCE LIST” means the list of the equipment, personnel and other resources that each Party has available for the provision of aid and assistance to other Parties. This list shall be periodically updated in accordance with the Operational Plan.
- J. “NATIONAL INCIDENT MANAGEMENT SYSTEM (NIMS)” a Presidential directive that provides a consistent nationwide approach that allows federal, state, local and tribal governments as well as private-sector and nongovernmental organizations to work together to manage incidents and disasters of all kinds.
- K. “PARTY” means an agency which has adopted and executed this Agreement.
- L. ”PERIOD OF ASSISTANCE” means a specified period of time when a Responding Agency assists a Requesting Agency. The period commences when personnel, equipment, or supplies depart from a Responding Agency’s facility and ends when the resources return to their facility (portal to portal). All protections identified in the Agreement apply during this period. The specified Period of Assistance may occur during response to or recovery from an emergency, as previously defined.
- M. “RESPONDING AGENCY” means the Party or Agency which has received a request to furnish aid and assistance from another Party and has agreed to provide the same.
- N. “REQUESTING AGENCY” means the Party or Agency requesting and receiving aid and assistance from a Responding Agency.

SECTION III: RESPONSIBILITY OF PARTIES

- A. PROVISION OF AID. Each Party recognizes that it may be requested to provide aid and assistance at a time when it is necessary to provide similar aid and assistance to the Party’s own constituents. This Agreement shall not be construed to impose any unconditional obligation on any Party to provide aid and assistance. A Party may choose not to render aid and assistance at any time for any reason.
- B. RECRUITMENT. The Parties hereby encourage each other to enlist other agencies to

adopt and execute this Agreement.

- C. **AGREEMENT FOR BENEFIT OF PARTIES.** All functions and activities performed under this Agreement are for the benefit of the Parties to this Agreement. Accordingly, this Agreement shall not be construed to be for the benefit of any third parties and no third parties shall have any right or cause of action against the Parties to this Agreement.
- D. **IMMUNITIES.** All immunities provided by law to the Parties shall be fully applicable to the Parties providing or receiving aid and assistance pursuant to this Agreement, including, but not limited to, the Local Governmental and Governmental Employees Tort Immunity Act, 745 ILCS 10/1-101, et seq.
- E. **MEMBERSHIP.** To be a member in good standing, a Party shall be responsible for dues and other obligations as specified in the IPWMAN By-Laws and Operational Plan.

SECTION IV: ANNUAL REVIEW

At a minimum, the Board of Directors shall meet annually at a meeting place designated by the Board of Directors to review and discuss this Agreement and, if applicable, to recommend amendments to this Agreement. The Board of Directors shall have the power and signing authority to carry out the purposes of this Agreement, including but not limited to the power to: adopt by-laws; execute agreements and documents approved by the Board of Directors; develop specific operating plans, procedures and protocol for requesting assistance; organize meetings; operate a website; disseminate information; create informational brochures; create subcommittees; maintain lists of the Parties; maintain equipment and supply inventory lists; and deal with Party issues.

SECTION V: PROCEDURES FOR REQUESTING ASSISTANCE

The Board of Directors will promulgate and regularly update procedures for requesting assistance through the Illinois Public Works Mutual Aid Network (IPWMAN) Operational Plan.

SECTION VI: RESPONDING AGENCY'S ASSESSMENT OF AVAILABILITY OF RESOURCES

The Board of Directors will promulgate and regularly update procedures for responding agency's assessment of availability of resources through IPWMAN Operational Plan.

SECTION VII: SUPERVISION AND CONTROL

- A. **DESIGNATION OF RESPONDING AGENCY'S SUPERVISORY PERSONNEL.** Responding Agency shall designate a representative who shall serve as the person in charge of coordinating the initial work assigned to the Responding Agency's employees by the Requesting Agency. The Requesting Agency shall direct and coordinate the work being assigned to the Responding Agency(s) and the Requesting Agency's employees. All actions shall be consistent with and in accordance with the National Incident Management System (NIMS) and the IPWMAN Operational Plan.

- B. RESPONSIBILITIES OF RESPONDING AGENCY’S SUPERVISORY PERSONNEL. The Board of Directors will promulgate and regularly update procedures for Responding Agency’s supervisory personnel through the IPWMAN Operational Plan.

SECTION VIII: LENGTH OF TIME FOR AID AND ASSISTANCE; RENEWABILITY; RECALL

The Board of Directors will promulgate and regularly update procedures for length of time for aid and assistance; renewability; recall through the Illinois Public Works Mutual Aid Network (IPWMAN) Operational Plan.

It is presumed that a Responding Agency’s aid and assistance shall be given for an initial minimum period of twelve (12) hours. Thereafter, assistance shall be extended as the Responding Agency and Requesting Agency shall agree. The twelve (12) hour period shall start when the aid and assistance departs from Responding Agency’s location with the intent of going to Requesting Agency’s location. The aid and assistance shall end when it returns to Responding Agency’s location with the understanding between the Responding Agency and Requesting Agency that provision of aid and assistance is complete.

Responding Agency may recall its aid and assistance at any time at its sole discretion. Responding Agency shall make a good faith effort to give the Requesting Agency as much advance notice of the recall as is practical under the circumstances.

SECTION IX: DOCUMENTATION OF COST & REIMBURSEMENT OF COST

- A. PERSONNEL – Responding Agency shall continue to pay its employees according to its then prevailing ordinances, rules, regulations, and collective bargaining agreements. At the conclusion of the period of aid and assistance, the Responding Agency shall document all direct and indirect payroll costs plus any taxes and employee benefits which are measured as a function of payroll (i.e.; FICA, unemployment, retirements, etc.).
- B. RESPONDING AGENCY'S TRAVELING EMPLOYEE NEEDS – Responding Agency shall document the basic needs of Responding Agency's traveling employees, such as reasonable lodging and meal expenses of Responding Agency's personnel, including without limitation transportation expenses for travel to and from the stricken area during the period of aid and assistance.
- C. EQUIPMENT – Responding Agency shall document the use of its equipment during the period of aid and assistance including without limitation all repairs to its equipment as determined necessary by its on-site supervisor(s) to maintain such equipment in safe and operational condition, fuels, miscellaneous supplies, and damages directly caused by provision of the aid and assistance.
- D. MATERIALS AND SUPPLIES – Responding Agency shall document all materials and supplies furnished by it and used or damaged during the period of aid and assistance.
- E. REIMBURSEMENT OF COSTS – Equipment, personnel, materials, supplies and/or services provided pursuant to this Agreement shall be at no charge to the Requesting Agency, unless the aid and assistance is requested for more than five (5) calendar days. If aid and assistance is requested from the State of Illinois to be activated as a State asset,

the Responding Agency will be reimbursed for personnel, materials, supplies and equipment from the first day of the response to the event by the State of Illinois. Materials and supplies will be reimbursed at the cost of replacement of the commodity. Personnel will be reimbursed at Responding Agency rates and equipment will be reimbursed at an appropriate equipment rate based upon either pre-existing locally established rates, the Federal Emergency Management Agency Equipment Rate Schedule or that published by the Illinois Department of Transportation. In the event that there is no such appropriate equipment rate as described above, reimbursement shall be at the actual cost incurred by the Responding Agency.

SECTION X: RIGHTS AND PRIVILEGES OF RESPONDING AGENCY'S EMPLOYEES

Whenever Responding Agency's employees are rendering aid and assistance pursuant to this Agreement, such employees shall retain the same powers, duties, immunities, and privileges they would ordinarily possess if performing their duties within the geographical limits of Responding Agency.

SECTION XI: WORKERS' COMPENSATION

The Parties agree that Requesting Agency shall be responsible for payment of workers' compensation benefits owed to Requesting Agency's employees and that Responding Agency shall be responsible for payment of workers' compensation benefits owed to Responding Agency's employees.

SECTION XII: INSURANCE

Each Party shall bear the risk of liability for its agency and its agency's employees' acts and omissions and shall determine for itself what amount of insurance it should carry, if any. Each Party understands and agrees that any insurance coverage obtained shall in no way limit that Party's responsibility under Section XIII of this Agreement to indemnify and hold the other Parties to this Agreement harmless from such liability.

SECTION XIII: INDEMNIFICATION

Each Party hereto agrees to waive all claims against all other Parties hereto for any loss, damage, personal injury or death occurring in consequence of the performance of this Mutual Aid Agreement; provided, however, that such claim is not a result of gross negligence or willful misconduct by a Party hereto or its personnel.

Each Party requesting aid pursuant to this Agreement hereby expressly agrees to hold harmless, indemnify and defend the Party rendering aid and its personnel from any and all claims, demands, liability, losses, suits in law or in equity which are made by a third party provided, however, that all employee benefits, wage and disability payments, pensions, worker's compensation claims, damage to or destruction of equipment and clothing, and medical expenses of the Party rendering aid or its employees shall be the sole and exclusive responsibility of the Party rendering aid; and further provided that such claims made by a third party are not the result of gross negligence or willful misconduct on the part of the Party rendering aid. This indemnity shall include attorney fees and costs that may arise from providing aid pursuant to this Agreement.

SECTION XIV: NON-LIABILITY FOR FAILURE TO RENDER AID

It is the responsibility of the Responding Agency to immediately notify the Requesting Agency of the Responding Agency's inability to respond; however, failure to immediately notify the Requesting Agency of such inability to respond shall not constitute evidence of noncompliance with the terms of this section and no liability may be assigned.

No liability of any kind or nature shall be attributed to or be assumed, whether expressly or implied, by a party hereto, its duly authorized agents and personnel, for failure or refusal to render aid. Nor shall there be any liability of a party for withdrawal of aid once provided pursuant to the terms of this Agreement.

SECTION XV: NOTICE OF CLAIM OR SUIT

Each Party who becomes aware of a claim or suit that in any way, directly or indirectly, contingently or otherwise, affects or might affect other Parties of this Agreement shall provide prompt and timely notice to the Parties who may be affected by the suit or claim. Each Party reserves the right to participate in the defense of such claims or suits as necessary to protect its own interests.

SECTION XVI: AMENDMENTS

Proposed amendments to this Agreement shall be submitted to the Board of Directors. Amendments shall be approved by majority vote of the Board of Directors.

SECTION XVII: ADDITIONAL PARTIES

Additional agencies may become Parties to this Agreement, provided that such agencies:

- (1) Approve and execute this Agreement.
- (2) Provide a fully executed copy of this Agreement to the Board of Directors.
- (3) Provide the name and title of an authorized representative to the Board of Directors.
- (4) Annually provide a list of mutual aid resources to its local accredited/certified Emergency Management Agency. If requested, the agency may need to assist its local accredited/certified Emergency Management Coordinator with data entry of its mutual aid resources into a web-based format (NIMS Source).

Upon submission of the items enumerated above to the Board of Directors and receipt of acknowledgement from the Board of Directors, the submitting agency shall be regarded as a Party to the Agreement.

SECTION XVIII: NOTICES

Notices and requests as provided herein shall be deemed given as of the date the notices are deposited, by First Class Mail, addressed to the Board of Directors who will notify each of the Parties' representatives.

SECTION XIX: INITIAL TERM OF AGREEMENT; RENEWAL; TERMINATION

The initial term of this Agreement shall be one (1) year from its effective date. Thereafter, this Agreement shall automatically renew for additional one-year terms commencing on the anniversary of the effective date of this Agreement. Any Party may withdraw from this Agreement at any time by giving written notification to the Board of Directors. The notice shall not be effective until ninety (90) days after the notice has been served upon the Board of Directors by First Class mail. A Party's withdrawal from this Agreement shall not affect that Party's liability or obligation incurred under this Agreement prior to the date of withdrawal. This Agreement shall continue in force and effect as to all other Parties until such time as a Party withdraws. Failure to adopt any amended agreement within ninety (90) days of said amended agreement will signify a Party's withdrawal from the Agreement.

SECTION XX: HEADINGS

The headings of various sections and subsections of this Agreement have been inserted for convenient reference only and shall not be construed as modifying, amending, or affecting in any way the express terms and provisions of this Agreement or their interpretation.

SECTION XXI: SEVERABILITY

Should any clause, sentence, provision, paragraph, or other part of this Agreement be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair, or invalidate the remainder of this Agreement. Each of the Parties declares that it would have entered into this Agreement irrespective of the fact that any one or more of this Agreement's clauses, sentences, provisions, paragraphs, or other parts have been declared invalid. Accordingly, it is the intention of the Parties that the remaining portions of this Agreement shall remain in full force and effect without regard to the clause(s), sentence(s), provision(s), paragraph(s), or other part(s) invalidated.

SECTION XXII: EFFECTIVE DATE

This Agreement shall be effective on the date of the acknowledgement letter sent by the Board of Directors.

SECTION XXIII: WAIVER

Failure to enforce strictly the terms of this Agreement on one or more occasions shall not be deemed a waiver of the right to enforce strictly the terms of this Agreement on any other occasion.

SECTION XXIV: EXECUTION OF COUNTERPARTS

This Agreement may be signed in any number of counterparts with the same effect as if the signatures thereto and hereto were upon the same instrument.

SECTION XXV: PRIOR IPWMAN AGREEMENTS

To the extent that provisions of prior IPWMAN Agreements between signatories to this Agreement are inconsistent with this Agreement, all prior agreements for mutual aid and assistance between the Parties hereto are suspended.

**SECTION XXVI: PROHIBITION ON THIRD PARTIES
AND ASSIGNMENT OF RIGHTS/DUTIES**

This Agreement is for the sole benefit of the Parties and no person or entity shall have any rights under this Agreement as a third-Party beneficiary. Assignments of benefits and delegations of duties created by this Agreement are prohibited and must be without effect.

NOW, THEREFORE, each of the Parties have caused this IPWMAN Mutual Aid Agreement to be executed by its duly authorized representative who has signed this Agreement as of the date set forth below.

Approved and executed this 21st day of November. 2016.

For the Agency

By: _____
Thomas W. Hayes, Village President

Attest: _____
Rebecca Hume, Village Clerk

APPROVED (as to form):

By:

On behalf of the Illinois Public Works Mutual Aid Network

Approved and executed this _____ day of _____, 20____.

By: _____
President of IPWMAN Board of Directors

Attest: _____
IPWMAN Secretary/Treasurer

Approved by the IPWMAN Interim Board of Directors on September 17, 2008. Amended by the IPWMAN Interim Board of Directors on August 19, 2009. Amended by the IPWMAN Board of Directors on June 16, 2010



Item: Resolution - Class 6b Assessment Incentive Program - 206 W. Campus Drive

Department: Planning/Legal

MMI Display Group (parent company: W&C Timpe) is requesting Village approval for a Cook County Class 6b Property Tax Classification relative to 206 W. Campus Drive, consisting of one parcel of property. The site has been 100% vacant since August 2011. The Village's guidelines for Class 6b applicants are based upon employing at least 25 workers, showing financial benefit to the Village, and commitment to providing 10% of their property tax savings over the first five years towards the Zero Interest Loan program. This property was previously approved for a Class 6b in July, 2015 for Suburban Trim & Glass. However, the company was unable to relocate to this site and the designation has remained inactive.

MMI Display is an established and growing company looking to set up long-term stability in Arlington Heights. The Class 6b incentive would allow for re-occupancy of a 20,475 square foot industrial facility that has sat vacant for over five years, while reducing industrial vacancy and allowing a new business to locate to the Village and create additional employment opportunities. A detailed summary of the request by MMI Display Group, Inc. for a Cook County Class 6b incentive is attached.

At their current location in Woodstock, MMI Display employs six full-time workers, with plans to grow to as many as 29 employees, with 19 to be located primarily in Arlington Heights, during the life of the incentive. The applicant does anticipate having a positive financial impact on the Village. Both existing and future staff will provide direct and indirect spending to Village businesses. The amount of property tax revenue gained from attracting the business with a Class 6b designation, as opposed to allowing the site to become vacant, is estimated at \$217,000 over the 12-year life of the abatement. The business will generate approximately \$14,000 in sales taxes to the Village on an annual basis as well. Furthermore, the site has been vacant for over five years.

The applicant has signed an agreement to provide the Village with 10% of their property tax savings over the first five years of the abatement, in order to help fund the Zero Interest Loan program. Additionally, the current property owner has provided a letter stating that if the site and applicant do not receive Class 6b approval from the Village Board by November 23rd, the pending contract will expire and he will withdraw from the sale of the property.

RECOMMENDATION

It is recommended that the Village Board approve the attached Resolution Approving Certain Property to Participate in the Cook County Class 6b Assessment Incentive Program for MMI Display Group, Inc. for the property located at 206 W. Campus Drive.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Class 6b Assessment Incentive Program - 206 W. Campus Drive	Resolution
Application Summary - 206 W. Campus Drive	Exhibits

A RESOLUTION APPROVING CERTAIN
PROPERTY TO PARTICIPATE IN THE COOK
COUNTY CLASS 6b ASSESSMENT INCENTIVE PROGRAM

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights has reviewed the application for Class 6b property tax status from MMI Display Group, Inc., located at 206 W. Campus Drive, Arlington Heights, Illinois, and MMI Display Group, Inc., has proven to this Board that such incentive is necessary for development to occur on this specific real estate, and hereby find that said property qualifies for an assessment reduction pursuant to the Cook County Class 6b assessment incentive program,

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

SECTION ONE: That MMI Display Group, Inc., located at 206 W. Campus Drive, Arlington Heights, Illinois, and legally described as:

Lot 18 in the resubdivision of Lot 1 in the Arlington Industrial and Research Center Unit 2, being a subdivision of the Southeast quarter of the Northeast quarter of Section 7, Township 42 North, Range 11, East of the Third Principal Meridian, in Cook County, Illinois.

P.I.N 03-07-204-011-0000

is approved for participation in the Cook County Class 6b assessment incentive program and the Village of Arlington Heights hereby supports and consents to said property receiving Class 6b status from the Cook County Assessor.

SECTION TWO: That Resolution R15-025, be and is hereby repealed in its entirety.

SECTION THREE: The Village Clerk is hereby authorized and directed to file a certified copy of this Resolution with the Cook County Assessor.

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

AYES:

NAYS:

PASSED AND APPROVED this 21st day of November, 2016.

ATTEST:

Village President

Village Clerk

THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

The review for determination of support for County Tax abatement for the property identified as 206 W. Campus Drive will be conducted as follows:

- I. Item by item review as per Village Procedures and Application Form
- II. Synopsis of application
- III. Correlation of application to Comprehensive Plan
- IV. Correlation of application to zoning
- V. State of economy of industry making application
- VI. Site visit summary
- VII. Site specifics of property requesting abatement
- VIII. Relationship of property tax abatement goals to application
- IX. Relationship of Village guidelines to application
- X. Finance Department review
- XI. Adherence to Zero Interest Loan program / economic program requirements
- XII. Department of Planning and Community Development recommendation

This particular approach is being utilized so as to provide ease to Village Administration and Trustees with the review of the application submitted. It is hoped that this method will encourage a realistic understanding of the application and relationship of such to the community and local economy.

I. Review Item by Item of Application

- A) INTRODUCTION: Complete. (Applicant asserts that computations are to the best of its knowledge based on current value.)
- B) PROPERTY DESCRIPTION: Complete. Submitted as Exhibit A.
- C) IDENTIFICATION OF PERSONS: Complete. Submitted as Exhibit D.
- D) PROPERTY USE: Complete. Submitted as Exhibits E, F, G, and H.
- F) TRAFFIC: Complete. Approximately 10 automobiles are projected to enter/exit the facility on a daily basis as well as an estimated 3-6 trucks. Campus Drive is expected to be the main route of ingress and egress. The property currently offers 19 parking spaces while the user currently requires only 16 by Code. Therefore, the use meets parking requirements.

- G) **EVIDENCE OF NEW CONSTRUCTION:** Ownerships plans to conduct a \$230,000-\$350,000 rehab to the facility. Efforts include window repair/installation; removal of interior walls; replacement of driveway; replacement of landscaping. Other interior work includes the construction of new offices, a conference room, as well as a kitchen and gym for employees. Submitted as Exhibit J.
- H) **EMPLOYMENT OPPORTUNITIES:** Complete. The business currently employs six full-time workers. By the end of the life of the Class 6b, the owner anticipates the business to employ 29 full-time staff, with 19 working out of the Arlington Heights office. The applicant does not meet the minimum number of employees per the application requirements (25). Applicant also does not meet the number of employees desired to reside in Arlington Heights (10). The applicant is requesting an exemption from the employment requirements of the Village's Class 6b guidelines. However, the property has been vacant for over five years and may not have sufficient parking for a 25-employee business. Submitted as Exhibit K.
- I) **FINANCIAL INFORMATION:** Complete. Submitted as Exhibit L.
- J) **FISCAL EFFECT:** Complete. Submitted as Exhibit M.
- K) **OTHER INDUCEMENTS:** Complete. No other inducements requested. Submitted as Exhibit N.
- L) **JUSTIFICATION:** Complete. Submitted as Exhibit O.
- M) **OTHER DATA:** Complete. Provided site plan, floor plan, copy of eligibility application to Cook County, financial records, and copy of real estate purchase agreement. Submitted as Exhibits B, C, I, and P.

II. Synopsis

Applicant wishes to obtain a Cook County Class 6b Property Tax Classification. The Class 6b program is designed to encourage industrial development throughout Cook County by offering a real estate tax incentive for the development of new industrial facilities, rehabilitation of existing industrial structures, and industrial reutilization of abandoned buildings. The goal of the incentive is to attract new industry, stimulate expansion and retention of existing industry, and increase employment opportunities.

The property at 206 W. Campus Drive was previously approved by the Village Board for a Class 6b property tax abatement in July 2015. However, that applicant never occupied the property and the incentive was not activated. The site has been 100% vacant since August 2011. The new prospective owner, W&C Timpe LLC, will lease the property (one parcel) to their company, MMI Display. The purchase is contingent upon approval for the incentive. This contingency is highlighted in documentation between Mosak Properties LLC (seller) and C&W Timpe LLC (purchaser).

- | |
|---|
| <ol style="list-style-type: none">1. Seller agrees to cooperate with Purchaser with its application for 6B for the reduction of real estate taxes on the property.2. This contract is contingent through the financing contingency period of the contract upon Purchaser being granted its 6B application. |
|---|

Under the incentive provided by Class 6b, qualifying industrial real estate would be eligible for the Class 6b level of assessment from the date that new construction or substantial rehabilitation is completed and initially assessed or, in the case of abandoned property, from the date of substantial re-occupancy.

Properties receiving Class 6b will be assessed at 10% of market value for the first 10 years, 15% in the 11th year and 20% in the 12th year. This constitutes a substantial reduction in the level of assessment and results in significant tax savings. In the absence of this incentive, industrial real estate would normally be assessed at 25% of its market value. Currently the industrial/flex vacancy rate in Arlington Heights is 15.4%. Complete occupancy of this building would immediately reduce the vacancy rate to 15.0%, nearly one-half percentage point. (source: CoStar – November 2016)

Eligibility Requirements

Real estate is eligible for Class 6b status under the following conditions:

1. The real estate is used primarily for "industrial purposes".
2. There is either: (a) new construction, (b) substantial rehabilitation, or (c) substantial re-occupancy of "abandoned" property.
3. An Eligibility Application and supporting documents have been timely filed with the Office of the Assessor according to deadlines as set forth in the "What Must Be Filed" and "Time for Filing" sections.
4. The municipality in which such real estate is located (or the County Board, if the real estate is located in an unincorporated area) must, by lawful resolution or ordinance, expressly state that it supports and consents to the filing of a Class 6b Application and that it finds Class 6b necessary for development to occur on the subject property.

The applicant wishes to obtain a Cook County Class 6b Property Tax classification. The Law Offices of Liston & Tsantilis filed the original Class 6b application on behalf of the applicant, MMI Display.

III. Correlation of Application to Comprehensive Plan

The General Comprehensive Plan indicates that this property should be research, development, manufacturing and warehouse.

- Storage and Warehousing 83%
- Offices/Employee Gym 17%

This takes into account approximately 15,500 square feet of industrial space and an estimated 3,600 square feet of office. The rest will be dedicated to miscellaneous space such as bathrooms and a private employee gym.

IV. Correlation of Application to Zoning

The Zoning Map revised January 1, 2016 designates the relevant parcel as an **M-1 Research, Development, and Light Manufacturing** zoning district. Within this district warehousing, distribution and development are permitted, as are research, office, and light manufacturing uses. The proposed use of the subject site falls under the Zoning Code Permitted Use Table as a "Wholesale, and Warehouse Facility" which is permitted outright in M-1 zoning.

As proposed, the site will have a surplus of three parking spaces. Currently, MMI Display Group employs six people. The company has been made aware that, should they continue to outgrow their parking allowance (per Code), that they will be required to add more parking on-site or apply for a parking variation. The following chart details the proposed parking scenario at 206 W. Campus Drive:

Use/Business	Code Use	Square Feet	Parking Standard	Employees	Vehicles	Parking Req.
Office	Offices - Business and Professional	3,635	1 space/300 SF	2	N/A	12
Warehouse/Storage	Warehouses and Storage	15,500	0.5 spaces/employee; 1 space/commercial vehicle	4	0	2
		19,135			SPACES REQUIRED	16
					SPACES AVAILABLE	19
					SURPLUS / (DEFICIT)	3

V. State of Economy of Industry Making Application

MMI Display Group is a company that designs, stores, and distributes permanent displays. These are typically found in stores, displaying various products. MMI Display Group has been in business for 40 years, and will warehouse and assemble their product at their prospective Arlington Heights location (manufacturing is contracted out). The business is currently located in a 10,725 square foot building in Woodstock and is outgrowing this space. The facility at 206 W. Campus Drive will provide nearly double the space that the company's current location offers. MMI Display Group is looking to move into this facility as soon as possible.

The Village guidelines suggest that the applicant have a minimum employment threshold of 25 employees, and of this total, 10 employees should reside in Arlington Heights. MMI Display Group has a total of six full-time employees which does not meet the minimum threshold for number of employees, although the company expects to employ up to 19 full-time equivalent workers in Arlington Heights within the next 10 years. As this falls below the Village's employment criteria for the Class 6b, the company is requesting an exemption from this requirement.

MMI Display Group expects to have a positive economic impact on the community via this relocation. The aforementioned employees will account for consumer purchases. Also, the company anticipates generating \$14,000 in annual sales taxes to the Village based upon a projected \$140,000 generated in total annual sales taxes, with approximately 10% going to the Village via municipal sales tax.

Furthermore, over the 12-year life of the incentive, the applicant estimates that the property will generate over \$217,000 more in property taxes with the Class 6b designation than if it were to remain vacant for the same period. While the building may not have remained vacant for 12 more years, the intent of the Class 6b program is to facilitate industrial occupancy as quickly as possible. Even with the abatement, the applicant expects the property to generate \$511,000 in total property tax revenue from 2016-2027.

VI. Site Visit

Planning and Community Development Department staff met with ownership of MMI Display at their Woodstock facility on November 15th. Due to their business growth the company is in need of more Staff and space to conduct their operation, and the Arlington Heights facility provides the opportunity to expand in all facets of their operation.

VII. Site Specifics of Property Requesting Abatement

The building at 206 W. Campus Drive is 20,500 square feet. The purchaser is applying for a Class 6b property tax abatement that would allow a purchase of the property and completion of a \$230,000-\$350,000 rehab to the facility. The site specifics are provided below:

- A. The property has been 100% vacant since 2011.
- B. The combined cost of purchasing the property and completing interior improvements is approximately \$1.25 million. Without the abatement, the applicant has stated that they cannot afford this property.
- C. The tenant, MMI Display Group, is projecting employment growth over the next decade. The company currently employs six full-time staff. By the tenth year that MMI Display would be established at 206 W. Campus Drive (est. 2026), they anticipate formally employing up to 29 total full-time employees, 19 of which would be based out of the company's Arlington Heights office.
- D. The current owner of the property has provided a letter expressing that if a Class 6b designation is not given Village Board approval by November 23, 2016, that the contract to purchase will expire and that he will withdraw from sale of the property to this prospective buyer.

By definition, "The purpose of the M-1 District is to encourage the grouping of offices, research offices and laboratories, light manufacturing uses, and ancillary business uses...performance standards protect residential areas by restricting objectionable manufacturing activities such as noise, vibration, smoke, dust, odors, heat, glare, fire hazards, and other objectionable influences."

As both a warehouse user and a general office, this business use meets M-1 zoning requirements. Further, it complies with the mission of the Class 6b designation which is that the business and facility meets "industrial purposes" and that there is substantial rehabilitation as well as substantial re-occupancy of "abandoned" property.

VIII. Relationship of Property Tax Abatement Goals to Application

The initial intent of the County Assessor's revised property tax incentive plan is to encourage new industrial and commercial development within the County. Reacting to slowed development in the commercial and industrial sectors, the Assessor recognized that the property tax rates in Cook County were higher than those of neighboring counties, which were seeing gains in the previously mentioned sectors. The Class 6b Property Tax Abatement program demonstrates an ongoing desire by Cook County officials to maintain their commercial and industrial competitiveness with the rest of the Chicago metropolitan region.

In this instance, the abatement would allow for a growing company to relocate and expand within the Village and occupy the entirety of an industrial site that has been vacant for over five years. The economic impact would be shown in employment growth, an increase in local consumer spending, additional sales tax revenue generated, and an increase in property value of the site.

IX. Relationship of Village Guidelines to Application

The Class 6b incentive renewal provides a 10% assessment level for the first 10 years, 15% in the 11th year and 20% in the 12th year. This constitutes a substantial reduction in the level of assessment and results in significant tax savings. In the absence of this incentive, industrial real estate would normally be assessed at 25% of its market value.

This provision requires that the applicant be a manufacturing or warehousing operation and may include high technology land uses. This incentive is available throughout Cook County, but requires municipal approval prior to County officials granting the abatement. Further, localities may adopt guidelines of their own. These specifications may place restrictions such as minimum number of employees, residency, or square feet of operation.

The Village of Arlington Heights initiated its own guidelines in May, 1990. These guidelines require:

1. The application fee shall have been paid.
2. The application form shall have been completed with attachments.
3. The business must be a manufacturing, industrial, research, warehousing, or fabricating firm for an excess of 51% of the structure's floor space or an excess of 51% of the employees.
4. The business must employ at least 25 individuals during the period when the taxes are abated. Ten or more employees must reside in Arlington Heights.
5. The application (Section VI, VII, VIII and IX) must show a five-year financial benefit to the Village and no negative effect on any similar Village firm.

Guideline #3 is met by this application as 83% of the floor space is dedicated to warehousing and storage, with the remaining 17% dedicated to office space. Guideline #4 is not currently met as MMI Display Group employs six people. The company is planning growth to as many as 29 full-time staff during the life of the incentive (19 based in the Arlington Heights location). The applicant is requesting an exemption from the requirement of 25+ employees with at least 10 residing in Arlington Heights. Guideline #5 is met by the attraction of a long-standing business to the community, re-occupancy of a long-vacant property, and the addition of sales tax revenue, as well as an inevitable increase in property taxes resulting from this re-occupancy.

X. Finance Department Review

The Finance Department has reviewed the application and has no objections.

XI. Adherence to Zero Interest Loan Program Requirements

In order to receive approval from the Village of Arlington Heights for the Class 6b tax abatement, the applicant must formally execute an agreement with the Village. This agreement is a commitment to rebate 10% of the applicant's savings from the abatement to the Village over the first five years of the incentive. The savings will be placed in the Zero Interest Loan fund, to be distributed to new or expanding businesses within Arlington Heights that have applied and been approved for such a loan. The applicant has signed the formal agreement and is willing to rebate the Village 10% of their property tax abatement savings in order to help the Village enhance its business community.

XII. Department of Planning and Community Development Recommendation

The intent of the Class 6b tax abatement program is to allow participating communities in Cook County to provide an incentive to office research, manufacturing, and warehousing firms to locate and/or expand within the County. This program provides for a renewal of the adjusted property tax in addition to new tax abatements by reducing the tax rate for a twelve-year period provided that a fiscal benefit continues to return to the host community.

The request for tax abatement is recommended for approval. The program is designed to facilitate the ongoing, long-term use of the property located at 206 W. Campus Drive. It is imperative that the community continues to demonstrate that it is ready to aggressively assist business development provided that it does not negatively impact the Village's quality of life.

Despite not meeting employment requirements with six workers at move-in, the company plans to aggressively expand, adding up to 13 more workers at the Arlington Heights location by the end of the incentive period. Should they not meet this projection, Staff and the Village Board can take this under consideration were the property owner to apply for a renewal at the end of the current incentive period. Additionally, this site has been vacant over five years, and the Village should aggressively work to re-occupy this 20,000 square foot facility. With limited on-site parking (19 spaces), it is unlikely the Village could recruit a tenant that would be able to meet the minimum 25-employee threshold laid out in the municipal Class 6b application.

The abatement would benefit the community through re-occupancy of a long-vacant building, including over \$200,000 of rehab work to the property. Additionally, this would help attract a viable business to the community and allow them to grow in the future, creating additional employment opportunities over the next decade. The business will also benefit the community through sales taxes generated. As demonstrated in the application, the Village will see a much greater return on property taxes with the Class 6b than if the building was to remain vacant over the same period of time.

As is always the case with Class 6b property tax abatement requests, the applicant finds Cook County commercial property taxes to be burdensome. An illustrative comparison of Cook County and DuPage County taxes follows:

For use as an EXAMPLE:

	<u>COOK</u>	<u>COOK (W/CLASS 6B)</u>	<u>DUPAGE</u>
Market Value	\$1,076,250	\$1,076,250	\$1,076,250
Assessment Level	x .25	x .10	x .33
Assessed Valuation	\$ 296,020	\$ 107,625	\$ 355,163
Equalization Factor	x 2.6685	x 2.6685	x 1.0000
Equalized Value	\$ 717,993	\$ 287,197	\$ 355,163
Tax Rate (per \$100)	x 12.717%	x 12.717%	x 13.0502%
Taxes	\$ 91,307	\$ 36,523	\$ 46,349

DuPage County taxes for a similar building are \$45,000 lower than Cook County taxes. In other terms, DuPage County property taxes are approximately half of Cook County non-residential property taxes in this example. With the Cook County 6b abatement, property taxes become exponentially more competitive (21.2% lower than DuPage property taxes) in this instance.

As with the granting of Class 6b tax abatements in general, the net result of encouraging Class 6b tax abatement renewals will provide for a more aggressive atmosphere for economic development in Arlington Heights than other communities in the six-county region. MMI Display is a quickly-growing company looking to establish a long-term footprint in the Village. Support of this incentive request will help the company thrive in the long-term and also re-occupy a long-vacant building to ensure its ability to serve an Arlington Height business in the present and in the future.



Item: Settlement - Lora Officer

Department: Legal

At the November 7, 2016 Closed Session, the Village Board authorized settlement in the case of Lora Officer v. Village of Arlington Heights. The lawsuit revolves around an accident in November 2015 between Deputy Police Chief Hernandez and Lora Officer. Deputy Chief Hernandez rear-ended Ms. Officer's vehicle and pushed her vehicle into the vehicle in front of her. Ms. Officer suffered injuries and ultimately filed suit against the Village.

Settlement was reached in the amount of \$35,000, which is consistent with the authority given by the Board.

Recommendation

It is recommended that the Village Board approve the settlement in the case of Lora Officer v. Village of Arlington Heights in the amount of \$35,000.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: PC#16-021 - Lexington Heritage Townhomes - 3216-3240 N. Old Arlington Heights Rd.

Department: Planning & Community Development

Requested Action

1. A rezoning from M-1, Research Development and Light Manufacturing to R-6, Multi-Family Dwelling District.
2. An amendment to the Village's Comprehensive Plan to change the underlying land use designation from Research & Development, Manufacturing and Warehouse to Moderate Density Multi-Family.
3. A Preliminary Plat of Resubdivision..
4. A Preliminary PUD to allow 9 row home buildings with 48 dwelling units on a single lot.
5. Repeal Ordinance 92-059 and 92-060 relative to the Old Arlington Heights Overlay Zone.

Variations Identified

See Exhibit 1 in Plan Commission Staff Report.

Recommendation

A public hearing was held by the Plan Commission on November 9, 2016 where Commissioner Warskow moved and Commissioner Sigalos seconded:

A motion to recommend approval to the Village Board of Trustees of PC#16-021, a rezoning from M-1, Research Development and Light Manufacturing to R-6, Multi-Family Dwelling District; An amendment to the Village's Comprehensive Plan to change the underlying land use designation from Research & Development, Manufacturing and Warehouse to Moderate Density Multi-Family; A Preliminary Plat of Resubdivision; A Preliminary PUD to allow 9 townhome buildings with 48 dwelling units on one zoning lot; A Repeal of Ordinance 92-059 and 92-060 relative to the Old Arlington Heights Overlay Zone; and Variations 1 through 25 as outlined in Exhibit 1.

This approval shall be subject to the following conditions:

1. Approval of Final Plat of Subdivision and Final PUD.
2. The internal roadway network and all underground utilities (water, sanitary, storm) shall be privately owned and maintained by the Homeowners Association.
3. The Petitioner shall comply with the September 6, 2016 motion of the Housing Commission to provide a fee in lieu of for affordable housing (\$2,500 for each unit in the development) to be paid at the time of building permit.
4. The Petitioner shall comply with the October 4, 2016 motion of the Design Commission.
5. No fence shall be allowed in the area between the townhome buildings and Old Arlington Heights Road, and no fence shall be constructed in the area between the townhome buildings and Country Lane.
6. Construction of all off-site public improvements as required per IDOT approval.
7. Contribution fees shall be paid for Parks, Schools and Library per Chapter 29 of the Municipal Code.
8. The Petitioner shall comply with all Federal, State, and Village Codes, Regulations and Policies.

Roll Call Vote: Commissioners Dawson, Ennes, Green (with comment), Jensen, Sigalos, Warskow and Chairman Lorenzini voted in favor. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Staff Report	Report
PC Minutes 11/9/16 DRAFT	Minutes
Location Map	Exhibits
DC Staff Report	Board or Commission Report
DC Minutes 10/4/16	Minutes
Housing Commission Report	Report
Housing Commission Minutes 9/6/16	Minutes
Department Comments - Round 1	Correspondence

Petitioner Response to Department Comments - Round 1	Correspondence
Department Comments - Round 2	Correspondence
Petitioner Response to Department Comments - Round 2	Correspondence
Architectural Plans - Part 1	Exhibits
Architectural Plans - Part 2	Exhibits
Plat of Survey	Exhibits
Preliminary Plat of Subdivision	Exhibits
PUD Plat	Exhibits
Preliminary Engineering	Exhibits
Landscape Plans	Exhibits
Fire Truck Turn Exhibit	Exhibits
Market Study	Exhibits
Market Study Addendum	Exhibits
Traffic Study	Exhibits
Justification for Variation Approval	Exhibits
Tree Preservation Plan	Exhibits
PC Timeline Tracker	Correspondence

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: November 9, 2016
Date Prepared: November 4, 2016
Project Title: Lexington Heritage Townhomes
Address: 3216-3234 N. Old Rand Rd.

BACKGROUND INFORMATION

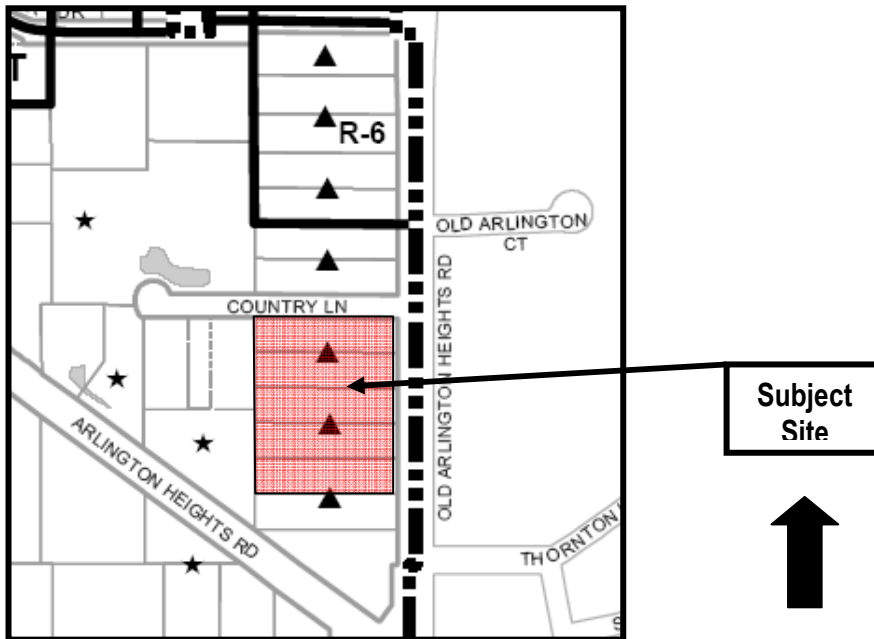
Petitioner: Bill Rotolo – Lexington Homes
Address: 1731 North Marcey Street, Suite 200
 Chicago, IL 60614
Existing Zoning: M-1, Research, Development and Manufacturing District

Requested Action:

- A rezoning from M-1, Research Development and Light Manufacturing to R-6, Multi-Family Dwelling District
- An amendment to the Village's Comprehensive Plan to change the underlying land use designation from Research & Development, Manufacturing and Warehouse to Moderate Density Multi-Family.
- A Preliminary Plat of Resubdivision.
- A Preliminary PUD to allow 9 townhome buildings with 48 dwelling units on one zoning lot.
- Repeal Ordinance 92-059 and 92-060 relative to the Old Arlington Heights Overlay Zone.

Variations Identified:

- See Exhibit I

**Surrounding Properties:**

Direction	Zoning	Existing Use	Comprehensive Plan
North	M-1, Research, Development and Manufacturing	Undeveloped	R&D, Mgf., Warehouse
South	M-1, Research, Development and Manufacturing	Undeveloped	R&D, Mgf., Warehouse
East	The Village of Buffalo Grove; Mill Creek Condominiums		
West	M-1, Research, Development and Manufacturing	Single-Story, Multi-Tenant Office Buildings	R&D, Mgf., Warehouse

Project Summary:

The subject site consists of five land parcels that have a combined area of approximately 4.59 acres (200,000 square feet). Currently, four of the five lots are developed with single family homes, while the fifth lot is vacant. The underlying zoning classification is M-1, Research, Development and Manufacturing and the property has direct frontage along Country Lane to the north and Old Arlington Heights Road to the east. The subject property is also part of the Old Arlington Heights Road Overlay District, which was established in 1992 to ensure unified and cohesive development within the Overlay Zone.

The proposed action, if approved, would allow the Petitioner to demolish the existing structures and construct nine, two-story and three-story townhome buildings that have a total of 48 attached townhome units. The units would contain either two-bedrooms or three-bedrooms, however, the final bedroom count is unknown although the developer has estimated that 88% would be three-bedroom units and 12% would be two-bedroom units. Buildings 1 - 3 will be three-stories and units will have rear loaded garages. Buyers have the option of choosing between two different floor models/floor plans for buildings 1 - 3, with one floor plan containing three-bedrooms and the second floor plan containing two-bedrooms with the optional upgrade of adding a third bedroom without changing the exterior appearance or footprint of the building. Buildings 4 - 9 will be two-stories and units will have front loaded garages and a small back yard. Similarly, buyers have the option of choosing between two different models/floor plans which can accommodate two or three bedrooms depending on buyer preference.

Primary access to the site would come from a full access intersection onto Old Arlington Heights Road as well as a secondary point of access along Country Lane.

Old Arlington Heights Road Overlay Zone

At this time, all five lots are part of the Old Arlington Heights Road Overlay Zone (Ordinance 92-059 and 92-060), which encompasses all of the properties that front the west side of Old Arlington Heights Road between the office building to the south (northwest corner of Old Arlington Heights Road and University Drive) and Boeger Drive to the north. The purpose of the overlay zone is to assure that future redevelopment of the Old Arlington Heights Road corridor is properly developed in a unified and cohesive manner. To accomplish this objective, a number of design standards were established that supplement the underlying zoning regulations and pertain to building height, curb cut location, cross-access, detention, building setbacks, loading, and parking.

Recent development activity within the Old Arlington Heights Road Overlay Zone occurred in 2004 with the approval of the Timber Court condominium development. This development is located at the far north end of the corridor and includes five of the seven land parcels that are north of Country Lane. The Timber Court development consists of three, five story buildings that have a total of 108 dwelling units, 21 of which are designated as affordable. To accommodate this development, the Village rezoned the property from M-1, Research, Development and Manufacturing to R-6, Multiple-Family Dwelling District and amended the Village's Comprehensive Plan to change the underlying land use designation from Research, Development, Manufacturing and Warehouse to Moderate Density Multi-Family. The remaining two parcels that are located between the Timber Court development to the north and Country Lane to the south were not included and are currently zoned M-1, Research, Design, and Light Manufacturing. The Village may want to consider a Village initiated rezoning of these two properties into the R-6 District.

Should the proposed development be approved, much of the Overlay Zone would end up developed and the Staff Development Committee would therefore recommend that the underlying Overlay Zone be repealed since it is no longer needed and was originally intended to promote commercial/office development.

Zoning and Comprehensive Plan

In order for the project to proceed forward, the Village Board would need to approve a rezoning from M-1 to R-6, a Preliminary PUD to allow multiple buildings on a single zoning lot, an amendment to the Village's Comprehensive Plan to change the underlying land use designation from Research, Development and Manufacturing to Moderate Density Multi-Family, and a number of Variations which will be discussed later in this report.

Staff is supportive of the rezoning and amendment to the Comprehensive Plan as the trend of development in this area has been for moderate density multi-family development. In fact, in 2004 when the Timber Court development was approved, the Village

contemplated initiating a rezoning of the subject property into the R-6 District, but instead opted to wait until a development was proposed for the site.

Plat and Subdivision Committee

The Plat and Subdivision Committee met on April 27, 2016, to discuss the proposed development. The subcommittee did not identify any major concerns and encouraged the applicant to move forward. The minutes from this meeting are attached.

Design Commission

The Design Commission met on October 4, 2016, to discuss the proposed development. The Commission recommended approval of the proposed development subject to twelve conditions of approval. The developer and staff worked together to modify and enhance the design of the development as outlined in the Design Commission report and minutes, which are attached. A condition of approval to comply with all Design Commission requirements has been included in staff recommendation for this application

Site Plan

Density within the R-6 District is determined by the number of bedrooms within each unit. As the exact bedroom mix is not finalized, staff analyzed the proposed development with regards to the anticipated bedroom mix as provided by the developer, and an "all three-bedroom" scenario to ensure that density requirements would be met should all units be developed as three-bedroom units. The below table illustrates this analysis:

Anticipated Bedroom Mix			
3 BR Units	2 BR Units	Minimum Land Area Required	Proposed Land Area
42	6	162,000 sq. ft.	200,000 sq. ft.

"All 3-Bedroom" Scenario			
3 BR Units	2 BR Units	Minimum Land Area Required	Proposed Land Area
48	0	168,000 sq. ft.	200,000 sq. ft.

Based on this information, all density requirements will be met regardless of the final bedroom count.

Additionally, the applicant has worked closely with staff to provide a site plan that conforms to all emergency access requirements. Based on the needs of the Fire Department, a 20' fire lane will be installed connecting the interior of the site to Country Lane, which will enhance emergency vehicle egress. Bollards will be added to prohibit general traffic from using this fire lane. In addition, each building will be protected by a fire sprinkler system. It should be noted that the Fire Department has asked for a condition of approval that prohibits the construction of any fence in-between any of the townhome buildings and Old Arlington Heights Road and Country Lane as this area could potentially be used by emergency responders and may be needed for emergency access. A condition of approval outlining such has been included.

Site detention is proposed within an underground storage vault which will be located within the grassed courtyard towards the center of the site. Storm water will be directed to this underground vault where it will be detained and then released into the public storm sewer network located along Old Arlington Heights Road. At this time, Old Arlington Heights Road is under the jurisdiction of IDOT and the petitioner will need to obtain a permit from IDOT in order to tie into the public storm system. It should be noted that the interior roadway system and underground utilities (water, sewer, storm) will be privately owned and maintained by the Homeowners Association.

Several retaining walls have been proposed around the buildings in the northeast portion the development. None of the retaining walls have been proposed at greater than 3' in height and additional landscaping has been added to help screen these walls. Staff does not take issue with the retaining walls and notes that final color and style of the walls will be determined during Final PUD approval.

Variations

As noted above, multiple Variations are required for the proposed development. The petitioner has elected to resubdivide the property so that each townhome unit is located on a separate subdivided lot of record, which is preferable to the developer as it allows for fee-simple transfer of ownership. Since Village Code requires that each platted lot be considered separately with regard to compliance with all setback, lot size, and bulk regulations, the majority of requested Variations relate only to the individual townhome unit lots. Many of these variations would not be required if the site was developed as only one lot. In order to understand the requested Variations, staff has broken them down into two types; 1) Variations required for the individual townhome unit lots, and 2) Variations required for the overall PUD. While there are a total of 25 Variations requested, 20 of these Variations are due to the method of resubdivision as described above. If the site was resubdivided and developed as one lot of record, the number of Variations would decrease from 25 to 5.

Individual Townhome Lot Variations

- Variations 1 thru 4 as identified in Exhibit 1 are required because the individual townhome unit lots do not comply with the minimum allowed lot sizes within the R-6 District. As outlined in the Site Plan section above, the overall land area for the development complies with density requirements regardless of the bedroom mix, and therefore staff is supportive of this variation. It may be noted that this variation is structured assuming that each townhome lot contains a three-bedroom unit, which allows the developer flexibility when selling to customers who may elect for either the two-bedroom model or three-bedroom model.
- Variations 5 thru 11 relate to the setbacks of the townhome units on the individual townhome unit lots. Again, had the development been resubdivided as only one lot of record, these Variations would not be necessary. Different unit models are setback at slightly different distances from the townhome unit property lines to decrease the “walled” effect and overall mass of the structure, therefore, this Variation was designed assuming that the unit model which encroaches the most into the setback area is constructed on each lot. This gives the developer flexibility to offer both models on any lot as each model will conform to the Variation (i.e. the developer is not tied into placing certain models on specific lots within the subdivision).
- Variations 12 thru 15 relate to building lot coverage and are required due to the small size of the individual townhome unit lots. As the overall site complies with all building lot coverage restrictions, staff is supportive of this Variation. Since the different models have slightly different footprints, this Variation was structured assuming that largest model would be built on each lot, which doesn't restrict the developer to certain models on specific lots.
- Variations 16 and 17 relate to F.A.R. restrictions, which Variations are only necessary due to the small size of the individual townhome unit lots. Since the overall site conforms to all F.A.R. restrictions, staff is supportive of this Variation. Similar to the other Variations, this Variation was designed assuming that each townhome unit lot was developed with the model that offers the largest floor plan. This allows the developer flexibility to offer both model types on each lot and does not tie the developer down to providing a certain model on a specific lot.
- Variations 18 and 20 deal with deck setback and air conditioner unit setbacks respectively. As these Variations would not be required had the resubdivision been proposed as one lot, staff is supportive of these Variations.
- Variation 19 relates to bay window projections into side yards. It is unknown which units will opt for the bay window upgrade, so this Variation was designed to apply to all units eligible for bay windows. Similar to the other Variations, this would not be required had the development been designed as one lot, and staff is supportive of this Variation.

Overall PUD Variations

The following Variations relate to the overall site and would be required regardless of whether the property was resubdivided as one lot or resubdivided to have each townhome unit as a standalone lot.

- Variation 21 is to reduce the required side yard (western) setback for buildings 8 and 9 from 41' to 31'. Side yard setbacks in the R-6 District are calculated at 10% of the overall lot width plus 1 foot for every foot that the building height is over 25'. The lot width is 400', and the buildings are 26' in height; therefore a 41' side yard setback is required. This setback is measured from the building to the exterior lot lines as a traditional setback would be measured, opposed to the individual

townhome unit setbacks which are measured from the building to interior lot lines. The applicant has provided the necessary justification for Variation approval and staff concurs that the standards for approval have been met.

- Variations 22 and 23 relate to the spacing between buildings, which separation is calculated based on the type of room and presence of windows on the exterior of each building. If the elevation of either or both buildings has a living room with windows that faces the opposite building, then a 50' setback is required between buildings. Since the floor plans have placed the living rooms on the edge of each unit and the developer has opted to provide windows along the side of the living room, these Variations are required. Had the developer eliminated the two windows on the sides of these living rooms, this Variation would not be required. Staff believes it is preferable to provide these windows within the living room area to increase opportunities for natural light within these spaces, and is supportive of these Variations.
- Variation 24 deals with the two "guest" parking spaces located along the interior drive aisle at the north end of the development. Off-street parking spaces are required to be located outside of the front yard setback within the R-6 District. As one of these spaces encroaches approximately 7' into this setback area, a Variation is required. Had the streets in this development been dedicated as public Right-of-Way, this Variation would not be required because the parking spaces would be within the public Right-of-Way. However, since the streets are private, these parking spaces are technically "off-street" spaces and required to conform to the front yard setback. Staff is supportive of this Variation due to the on-street characteristic of these parking spaces.
- Variation 25 relates to the proposed 6' tall fence to be erected between units on buildings 4 thru 9. Village Code limits all fences to 5' in height unless they are located along a major arterial or when required for a buffer between zoning districts. As these fences do not meet either of these standards, a Variation is required. Staff is supportive of this Variation as it will help to increase the privacy between units, which privacy is important given the attached nature of townhome units.

Landscaping and Tree Preservation

According to the tree preservation plan there are 411 various trees throughout the site that have a trunk caliper size of three-inches or greater. The majority of these trees are less desirable species (such as Box Elders or Siberian Elms). A total of 91% of all trees onsite are in either poor or very poor condition. As a result, only 18 of the 411 trees are proposed for preservation. A total of 171 trees will be installed at the end of the construction process, encompassing 19 different species of high quality deciduous and evergreen trees. Due to the poor health and quality of many of the trees on site, staff believes that the tree preservation plan is acceptable.

In conjunction with the tree preservation plan, the applicant has submitted a code compliant landscape plan. Additionally, staff has worked with the petitioner to install small areas of decorative paving at the two main entrance points into the site.

Traffic & Parking

The petitioner has submitted a traffic and parking study in conjunction with their application.

Traffic

The traffic study has analyzed the existing traffic conditions and forecasted future traffic conditions taking into account the anticipated trips to be generated by this development. Peak travel times in the vicinity occur between 7:00am and 8:00am on the weekday mornings and between 5:00pm and 6:00pm on weekday evenings. The traffic analysis has found that the existing street network provides adequate capacity to accommodate the minimal increase in traffic to be generated by the proposed development (29 additional trips during morning peak and 33 additional trips during evening peak). Staff concurs that the development will not have a significant impact on area roadways. It should be noted that the developer will be adding a second lane of southbound travel to Old Arlington Heights Road, which will match the existing two southbound lanes to the south of the development.

Parking

Village Code requires two parking spaces for each dwelling unit within the R-6 District. With 48 units, 96 parking spaces are required by code. Each unit will contain a two-car garage, which will provide the code required 96 off-street parking spaces. Additionally, each driveway will be a minimum of 18' in length and 16' in width, which provides adequate space for two guest vehicles on each driveway. Finally, the applicant has provided ten parking spaces along the circulation road within the development

for additional guest parking. When taking into consideration the garage spaces, driveway spaces, and guest parking spaces, a total of 202 spaces will be provided on site, which equates to 4.2 parking spaces per unit. This number is within the realm of similarly approved townhome developments, such as the Arbor Lane Townhomes which provides 4.5 spaces per unit and the Arlington Crossings Townhomes which provides 4.39 spaces per unit. Therefore, Staff is of the opinion that there is sufficient parking to accommodate the projected parking demand of the future residents and their visitors. It should be noted that the ITE estimates parking demand for townhome units to be 1.38 spaces per unit and the proposed parking vastly exceeds ITE requirements.

Housing Commission

It is the policy of the Village of Arlington Heights to promote adequate housing for all of the community's people; to create and/or maintain sound viable neighborhoods, to meet the needs for housing by increasing the number of housing units for low and moderate income families and individuals, and to expand housing opportunities for all members of the community. In response to this policy all applications for new multi-family residential Planned Unit Developments (PUDs) are to include assessments of the affordability of the proposed development, information concerning the inclusion of affordable units, or other information related to the development's responsiveness to the Village's Affordable Multi-Family Housing Policy.

To assist developers, the Village Board endorsed an Affordable Housing Toolkit, which establishes guidelines relative to the rate of inclusion of affordable units based on the total number of units proposed. Since the proposed development has 48 units, 8 affordable units are recommended (see Table 1).

Table 1: Affordable Housing Guidelines

Number of Residential Units in the Project	Percentage of Affordable Units
10 or fewer	0.0%
11-50	12%
51-100	15%
101 or more	20%

On September 6, 2016 the Housing Commission recommended and the Petitioner has agreed to provide a fee in lieu of the eight affordable dwelling units called for under the Village's Multi-Family Affordable Housing Toolkit. This fee will be \$2,500 per each of the 48 units within the development, which is equivalent to \$15,312.50 for each of the 8 affordable units not provided, for a total of \$122,500. The Village will use said funds to create and/or preserve affordable housing elsewhere in the community.

RECOMMENDATION

The Staff Development Committee reviewed the proposed request and recommends approval of the following actions:

- A rezoning from M-1, Research Development and Light Manufacturing to R-6, Multi-Family Dwelling District
- An amendment to the Village's Comprehensive Plan to change the underlying land use designation from Research & Development, Manufacturing and Warehouse to Moderate Density Multi-Family.
- A Preliminary Plat of Resubdivision.
- A Preliminary PUD to allow 9 townhome buildings with 48 dwelling units on one zoning lot.
- Repeal Ordinance 92-059 and 92-060 relative to the Old Arlington Heights Overlay Zone.
- Variations 1 - 25 as outlined in Exhibit 1.

This approval shall be subject to the following conditions:

1. Approval of Final Plat of Subdivision and Final PUD.
2. The internal roadway network and all underground utilities (water, sanitary, storm) shall be privately owned and maintained by the Homeowners Association.
3. The Petitioner shall comply with the September 6, 2016 motion of the Housing Commission to provide a fee in lieu of for affordable housing (\$2,500 for each unit in the development) to be paid at the time of building permit.
4. The Petitioner shall comply with the October 4, 2016 motion of the Design Commission.
5. No fence shall be allowed in the area between the townhome buildings and Old Arlington Heights Road and no fence shall be constructed in the area between the townhome buildings and Country Lane.

6. Construction of all off-site public improvements as required per IDOT approval.
7. Contribution fees shall be paid for Parks, Schools and Library per Chapter 29 of the Municipal Code.
8. The Petitioner shall comply with all Federal, State, and Village Codes, Regulations and Policies.

_____, November 4, 2016

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Variations Required**Variations Required for the Individual Townhome Lots:**

1. A Variation from Chapter 28, Section 5.1-6.3 to reduce the required minimum lot size from 3,500 sq. ft. to 1,200 sq. ft. on lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.
2. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,020 sq. ft. on lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.
3. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 2,238 sq. ft. on lots 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-4, 8-1, 8-6, 9-1, and 9-6.
4. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,975 sq. ft. on lots 4-2, 4-3, 5-2, 5-3, 6-2 thru 6-4, 7-2, 7-3, 8-2 thru 8-5, and 9-2 thru 9-5.
5. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from 30' to 3' for lots 1-1 thru 3-6.
6. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from 26' to 1.5' for lots 4-1 thru 9-6.
7. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.5' to 0' on lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.
8. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.13' to 0' on lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.
9. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback 7' to 0' on lots 4-1 thru 9-6.
10. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from 35' to 4' on lots 1-1 thru 3-6.
11. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from 31' to 19.25' on lots 4-1 thru 9-6.
12. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 76% for Lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.
13. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 85% on Lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.
14. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 60% on Lots 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-4, 8-1, 8-6, 9-1, and 9-6.
15. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 67% on Lots 4-2, 4-3, 5-2, 5-3, 6-2 thru 6-4, 7-2, 7-3, 8-2 thru 8-5, and 9-2 thru 9-5.
16. A Variation from Chapter 28, Section 5.3-2 to increase the maximum allowable F.A.R. from 150% to 180% for Lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.
17. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable F.A.R. from 150% to 205% on Lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.
18. A Variation from Chapter 28, Section 6.6-5 to allow decks on Lots 1-1 thru Lot 3-6 to be setback 0' from the rear lot line.
19. A Variation from Chapter 28, Section 6.6-5.1 to allow bay windows to project 2' into the side yard on Lots 1-1, 1-6, 2-1, 2-7, 3-1, 3-6, 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-4, 8-1, 8-6, 9-1, and 9-6.
20. A Variation from Section 6.6-5.1 to allow Central Air Conditioning Units to encroach outside of the buildable area and into the required side and rear yards up to 0' setback from the side and rear lot lines on lots 1-1 thru 9-6.

Variations Required for the Overall PUD:

21. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 41' to 31' for Townhome Buildings 8 and 9.
22. A Variation from Chapter 28, Section 5.1-6.9(a) to reduce the minimum spacing requirements between Townhome Buildings 8 and 9 from 50' to 34'.
23. A Variation from Chapter 28, Section 5.1-6.9(a) to reduce the minimum spacing requirements between Townhome Buildings 6 and 7 from 50' to 40'.
24. A Variation from Chapter 28, Section 11.2-11.2 to allow off-street parking spaces to be located in the front yard setback (relative to the northern most guest parking stall which is setback approximately 18' from the front yard line and required to be setback a minimum of 25').
25. A Variation from Chapter 28, Section 6.13-3b to increase the maximum height of fences from 5' to 6' tall in the rear yard to allow 6' tall board on board fences in the rear yards of the units in Townhome Buildings 4 thru 9.

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PLAN

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

COMMISSION

RE: LEXINGTON HERITAGE TOWNHOMES - PC# 16-021

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 9th day of November, 2016 at the hour of 7:30 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
TERRY ENNES
LYNN JENSEN
MARY JO WARSKOW
BRUCE GREEN
JOHN SIGALOS
SUSAN DAWSON

ALSO PRESENT:

SAM HUBBARD, Development Planner

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CHAIRMAN LORENZINI: I would like to call to order this meeting of the Plan Commission. Would you all please stand and recite the Pledge of Allegiance with us?

(Pledge of Allegiance.)

CHAIRMAN LORENZINI: Sam, role call please.

MR. HUBBARD: Commissioner Cherwin.

(No response.)

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Here.

Okay, the next item on the agenda is approval of meeting minutes from Marathon Gas Station, October 26th, 2016. Are there any comments or concerns?

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

COMMISSIONER JENSEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Very good. I have to abstain from that. Sam, I wasn't here.

The next item on the agenda is public hearing PC# 16-021, Lexington Heritage Townhomes. Have all the proper notices been given?

MR. HUBBARD: They have.

CHAIRMAN LORENZINI: Okay. Is the Petitioner here?

MR. FREEDMAN: We are.

CHAIRMAN LORENZINI: And would, anybody that's going to testify, would you please come forward and we'll swear everybody at once? Would you please raise your right hand?

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. And, so who is going to speak first?

MR. FREEDMAN: I'll do that.

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CHAIRMAN LORENZINI: Okay, please state your name and spell it for the court reporter.

MR. FREEDMAN: My name is Lawrence Freedman, F-r-e-e-d-m-a-n. I'm an attorney with the firm of Ash, Anos, Freedman & Logan, and I'm here on behalf of Lexington, which is the Petitioner.

CHAIRMAN LORENZINI: Okay, have you read all the conditions in the Staff report? Do you agree to them?

MR. FREEDMAN: Yes.

CHAIRMAN LORENZINI: Great, thank you. Please give your presentation about your project.

MR. FREEDMAN: John, I'll briefly introduce them all once we're through. We're here tonight with respect to the property at 3216-3240 North Old Arlington Heights Road and is indicated in the Staff report we're seeking multiple relief. We're seeking the re-zoning from the current M-1 zoning classification to R-6 multi-family dwelling. We're seeking from within your comprehensive plan to change it from research development manufacturing and warehouse to modern density multi-family. A preliminary plat of resubdivision and a preliminary plan and development all for the purpose of allowing nine row homes with 48 dwelling units on a single lot. Part of our request is also a repeal of the Arlington Heights overlay zone with respect to this property. Initially, I am going to have John Nelson, our planner, go through the particular piece of property and our proposal tonight.

CHAIRMAN LORENZINI: Sure, but before we do that maybe just for the audience who is here tonight, just so you know, the Petitioner, how this works, the Petitioner presents their program, the Staff report will give a report to the Commissioners. We'll all take turns asking questions and then we'll turn it over to the public to ask any questions you may have. So, that's how this works. So, please proceed.

MR. NELSON: Good evening, my name is John Nelson, N-e-l-s-o-n. I'm with Jen Land, LLC and we prepared the site plan for this evening. I've got three exhibits to review with you this evening. The first one is this aerial and zoning exhibit. Basically shows the subject property outlined in red. The property is comprised of five existing lots. Four of them have structures on them right now, one of them is vacant. The property has potential access. The property has frontage along, it's longest dimension, a north/south dimension on this easterly boundary on Old Arlington Heights Road and on it's shorter boundary along the north of the property line of the property is Country Lane. So, we have two potential access points for the subject property.

Immediately to the east of the property is the Village of Buffalo Grove and everything north, south, and west of the property is within the Village of Arlington Heights. Immediately south of us is a vacant lot and then further south at the intersection of the two Arlington Heights roads is a three-story office. West of us and northwest of us is more office, zoned the same as what we're currently zoned, the M-1 zoning. Essentially, one-story office type buildings. Immediately north is two vacant lots and north of that is a condominium, what started off as condominium building, essentially, it became a rental community that used to be zoned M-1. This, I think goes back to about 2004 and that kind of started the trend of re-zoning this overlay district area along Old Arlington Heights Road from the current comprehensive plan designation for R&D warehouse and stuff to basically residential. So, we're essentially requesting almost identical situation, but obviously a different product,

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different site plan, different density.

East of us are two residential zoning category, kind of kitty-corner to the northeast, if you will, is a single-family development in Buffalo Grove. A cul de sac immediately across from us is a two-story condominium development and southeast of there, which really doesn't influence the property, is a church site. So basically, this site essentially has great access, is consistent with prior commitments by the city to re-zone this area, eliminate the overlay, and start to get some more appropriate land uses for the property other than the current uses that it is.

This is the proposed site plan. There was an official preliminary plat document that was submitted with this and was also a subdivision plat that was submitted with this. As you can see as I mentioned, toward the north of the site is Country Lanes and the east is Old Arlington Heights Road. We got two access points established, one on Old Arlington Heights Road, a simple loop system onto Country Lane. So, we have a nice emergency access capability for the site. All the streets proposed in this would be privately maintained by the association. The proposal is for essentially a townhome use, but there's two separate products.

In the northeast corner there's a grouping of three buildings at the intersection of Country Lane and Old Arlington Heights Road that are, what referred to as use product. That's a common name by my client, but it's essentially a rear-loaded townhome that has two-and-a-half-story front elevation and a three-story rear elevation. The private space for that particular product is really a balcony that is over the garages in the rear of the building. The other buildings on the south and west, the other six buildings are a traditional two-story townhome with a front-loading garage. Both of these products have two-car garages and two-car driveways. So, there is already four to one parking built in, which is an excess of your ordinance. But what we have also introduced into this plan is unassigned guest parking. In your PUD you only allow that to be a parallel parking space as opposed to perpendicular, so you'll notice that there are bump-outs along the road network to provide those unassigned off-street guests. I think when you have a townhome development, especially when you have front-loading townhome the driveways obviously absorb the available on-street parking. So, the key to any townhome development is to create orientations in the building so that you have some curve capability to generate guest parking. So, you can see that we have a cluster in the southend and a cluster in the north central and then immediately in the northend of the property.

You'll notice there's a big box off of Old Arlington Heights Road between the two uses; that's going to be the detention facility. It will be an underground vault-type system. Now, under your PUD what you usually do is you look at the property and you assign yards based on the configuration and orientation of the property. So, this is a corner lot, Country Lane is the front of the property or front yard. Old Arlington Heights Road is the exterior yard. The south property line is the rear yard and the west property line is the interior lot line. Now, you have a basic standard in the R-6 where the front yard is 25, the rear yard is 30, your exterior is 20, and your interior is based on a percent of the width of the lot. So, the width of this lot is essentially 400 feet. Now, when you look at this property it functions a little bit different than the way the math would want to be in your ordinance. In other words, the front yard is fine. We've got our minimum required of 25. We got two different buildings that we have two different heights. So, what your ordinance does is it adjusts the set-back based

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on the height of the building. For all intention purposes, that cluster of three unit buildings what's two-and-a-half three-story needs to add five feet. So, the required set-back is 30 feet and that's what we're proposing.

The townhome, which is only up in that northwest corner, is just over your 25 feet, so that means we have to add a foot. It's a 26 foot required set-back and that's what we're proposing. Along the south property line that's the rear lot line; that has to be modified from 30 required up to one foot because of the building height, and that's what we're proposing. Now, where we're asking for some relief and some discretion is when you look at the east property line being Old Arlington Heights Road, we're aloud to go to 20 feet and on the west property line because of the width of the property, it has to be 10 percent adjusted by height. So, that would require a 40 foot set-back plus one foot of 41 feet. But when I look at the property I say, well first of all, even though Old Arlington Heights Road is an exterior lot line it really wants to be bigger than 20 feet because it's a little bit more major road than an internal subdivision. So, we've tried to treat that as a front yard basically, and increase the required from 20 feet to 25 feet.

We looked at the west property line requiring a 41 foot as being excessive. Some of that really belongs else where in the plan, in my opinion. So, it really wants to boost the set-back along Old Arlington Heights Road and it really functions as a rear yard because our buildings our rear ordinate to that. So, what we're requesting is a reduction from 41 feet to 31 feet, so that we're still treating that property line as a rear yard like all the other rear yard situations. So, essentially what happens then under a plan like this is is there's PUD standards, most of which we comply with and some of which we're asking for a modification on. We are well under the density. We are proposing both two bedroom and three bedroom units. Now, each of the product has both a type 2 unit types each. One of each is only three bedroom and one can be two or three bedroom. So, we're showing a variety on the plan and we've only shown a minimal amount of potential two bedroom, but if this property was built for all three bedroom it would still be well under your standard. But it's not realistic that there wouldn't be some two bedrooms, so that's why we shown at least some. So that would be true for each product type.

The interior relationships of the building are also controlled under your R-6 and it all has to do with what type of windows occur in that wall. Whether it's a rear wall or front wall, side wall, it doesn't matter, you have standards that basically says that if they're living room windows, it's 50 foot separation. If it's bedroom, it's 30; if it's other than that, it can go to 24 and if there's no windows you can even go less. What we've essentially done is to make sure that we can have windows because we know that obviously that has a major impact to the quality of the architecture. So, we have two pure side-to-side conditions. That's the two southernly buildings being building six and seven and the westerly buildings eight and nine. Now, you'll notice that between six and seven we have a 41 foot separation and we have a 34 foot separation on the others. That would allow us to have bedroom windows and dining room windows, or anything but living room windows.

Now, each of these units are designed, for each of the product, is to be designed to be either an interior unit or an end unit. Now, the advantage when you have an end unit is that you get more light. And you only get more light if you add windows. That's why it was important that we felt and to make sure that we can at least get your bedroom windows by your definition and the dining room windows. Now, because they can be interior units all

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the light and function of an air and all the architectural requirements are taking care of for a living room as an interior. So, we go to that as an end unit, we're restricted because we're under 50 feet to not have windows. We're requesting a variation to have the windows because we think that it's an asset for the end units. It's not a primary window because obviously if it's an interior those windows don't exist, but the advantage of anybody who wants to buy an end unit is those enhancements that you get when you have an end condition. So, that would be a requested variation.

One other request would be if you recall the parallel parking that I showed off-street, if these were public streets any parking along that road would be considered part of the street system. If you look at the northerly entrance off of Country Lane next to building one, there are two parallel spaces. The northerly one, most one, falls within technically the front yard. Now, if this was a standard street there wouldn't be any issue. I mean, because it's a private street that technically requires a variation. Now, if we can eliminate it and avoid the variation, but it's my experience where ever you can provide unassigned off-street guest spaces in a townhome development it's an asset and this is kind of a benign location and it works very well because it's one location where you really need to have some parking.

So, if you look at the over all development then in terms of the PUD, we would be well under the density, well under the floor area, well under the maximum building cover standards. We would only be requesting some adjustments to those five conditions. The parking, in that one location, the side-to-side relationship to allow living room windows on those other two buildings, which is your spacing standard. Your side yard set-back to be treated more as rear yard set-back along that west property line and one other condition is that you do allow privacy fencing to be perpendicular to the townhome units, the side-by-side units, to separate patios at five feet. We're requesting six feet because obviously it provides a higher degree of privacy between the units and that only occurs on the townhome addition.

Now, because this is a townhome development which means the units are side-by-side, nobody's up on top of each other. We have one additional benefit that we can do with a townhome development and that is we can create fee simple ownership. In a condominium, a pure condominium development, we have stacked units, you can't do that. But when you have nobody above and your unit is on the ground you can create a lot for that individual and there's a benefit to that, to have some form of fee simple. You still have association, you still have all the controls associated with that. However, when we do that it creates, and I'd think you'll notice in the Staff report, this large series of variations and the reason for that is is that each lot that you create is analyzed as if it was an individual unit on that and all of the bulk standards would apply. So, if we didn't have the lot, all of these go away.

The question is is it beneficial to have these units on if it's own individual lot because the variations that are required don't change the substantiate value of the plan, just is an asset for the overall community. So, the things that are effected, and I won't go through all of them, but there are basically the bulk standards that would effect your lot size would be smaller on that individual unit based. Overall, we don't have an issue. It's just on that individual unit basis. The set-back for the front, side, or rear; the purpose is to minimize the amount of building envelope, if you will, that contains the building. So, we're

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purposely creating very small front yards, rear yards, and side yards just for the fee simple transfer. All the other relationships are still in tact. So, the building envelope generates stand a lot size variation, requires set-backs for front, side, and rear. A lot coverage variation, even though overall we are way under. An FAR for only the three-story variation on those lots, but overall we are way under which we're allowed. And certain permitted obstructions now become an issue where if the lot lines weren't there, then we don't have a side yard relationship with what have you. So, what happens is this product is designed, both products, the MUES and the two-story to have a vague condition. Some of it optional, some if it required just for aesthetics in certain locations.

Your ordinance doesn't typically allow a bay in a side yard because of the envelope, if we put a bay all of a sudden you can't do it, so we're asking, that triggers that permitted obstruction. It doesn't violate the separation issues, it only creates that additional permitted obstruction variation. The decks which are on the rear of the three-story, two-and-a-half three-story, they're really balconies, but by fire code we have to have a second egress. That means we have to put a stair. Soon as you put the stair on that balcony, which would be permitted by the way in the yard, it now becomes a deck. So, as soon as it's a deck there's another variation. Functionally, if the lot line wasn't there, there's no issue once again. So, it kind of triggers that and same things true for A/C units. Normally you put them in the back of the unit, that's not usually a problem. Soon as you put a lot line around it now you don't have the required set-back even though you do to the perimeter and it's all the other controls. I don't mean to be too wordy and lengthy on it, but I just want you to understand that take lot lines away and all these variations go away, but doesn't make it a better plan and it doesn't change what it really is, which is a plan that substantially fills the requirements of your PUD as well as the R-6 zone with the added advantage that if we get these variations, we can do a fee simple ownership.

So, to finalize then for the record, the total size is approximately 4.6 acres. We are proposing 48 units, approximately 60 percent or 29 of a two-story townhome. The other 40 percent or 19 are that two-and-a-half three story up in the corner. That parking ratio that we're proposing is 4.21 to 1, which means we have .21 guests distributed over and above what your ordinance requires and I've already gone over those perimeter requesting variations that are effected by the PUDs. With that, I will end my presentation. Karl?

CHAIRMAN LORENZINI: Thank you. Would you please state your name and spell it?

MR. KROGSTAD: Yes, good evening. My name is Karl Krogstad. I'll spell it, K-a-r-l K-r-o-g-s-t-a-d and I'm the president with Krogstad Land Design, Limited in Crystal Lake. So this is sideways so will just kind of, I mean, you have this in your packets. I did present back at the beginning of October this plan before the Design Commission and it was approved based on just a couple of comments, and I'll go over that, but I'll just briefly go through it this evening. What the plan shows is landscaping of a variety of plant material both shade trees, evergreen plantings, perennials and shrubs that are both used in common areas and also in the foundation plants around the building.

As far as the foundation plantings with the building they have taken account the architecture which will be presented next, but use the plantings to kind of enhance the building and the architecture to go along with it, framed different features with architecture and also try to bring some unique character to each of the entrances so that everybody has

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some variety of color, texture, and evergreen, et cetera at the entrances of each unit as well as in the rear of these single-family, I'm sorry, the traditional townhomes we have patios in the back with those separated fences for privacy and then using some landscaping in those areas to soften it. So each person will have a private area that is very attractive.

In addition to that with the MUES product, again, landscaping used at the front entrances to really enhance those from the street scape point of view and also provide some columnar trees in the auto court area and those islands that are not occupied by the stairways that were mentioned earlier. And that gives some softening, some shade within those areas. The ordinance of the Village does require that retaining walls be softened with landscaping and that has been done wherever they're located because of some grade differentials are several retaining walls especially in the MUES product because the way that is two-and-a-half stories on one side and three stories on the other retaining walls are utilized in order to make those grade transitions. But again, those are turned into with the landscaping into a positive feature and really will enhance to the street scape along both Old Arlington Heights Road and Country Roads.

In the rear of the property, both the south and the west, we're proposing a solid board-on-board fence that will give some privacy in those areas along with the additional landscaping and this particular site was, did have, and I'll kind of go through this. There are some existing trees on the site, for the most part these are trees that are not high quality. They are, we've gone through the entire list and I evaluated as an arborist for the project the quality of the trees. We are able to preserve some both along the west and along the south property line where grading is aloud.

I just want to go back to this briefly with the landscape plan. There were two items that were requested or actually made conditions at the Design Commission that are not actually reflected on this colored rendering. They are on the drawings that you received. The one was that we originally proposed the sign at the corner, but we would have, they would not accept the drawing. We were thinking about a variation for that, but instead, we did relocate the sign at the entrance of Old Arlington Heights Road which does meet the requirements of your ordinance. The other changes we have, there was a request for paving, a differential type of paving at the entrances which is something that's been requested of many subdivisions and we are now proposing that as well. So again, just briefly goes through the major highlights of the landscape plan. This was again presented before them in October with just those two conditions and we met those conditions and with that I will turn it over to the architect.

MR. COX: Good evening, I'm Jay Cox. I'm a registered architect from BSB Design in Palatine. The last name is spelled C-o-x. I'm here to discuss the architecture portion of the submittal tonight and is been mentioned for us to get to this point with the architecture. We've worked with Village staff, done a review of the minutes for ordinances and taken a look at the local amendments. That's where we come up with things like the rear stairs off the decks. We've also presented to you and been approved by the Village Design Commission. So, what you'll see on the slides or your board packets is an overview of the townhomes being presented for this site.

The first set of elevations we are presenting are for the three-story townhomes. As was mentioned, they're two-and-a-half stories in the front and a full three stories at the rear. These are the buildings presented in the northeast corner of the site from

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the three buildings. The plans range from 1,760 square feet to about 1,915 square feet for the larger unit. In order to create the sense of community for these homes we're implying some design elements across both three-story buildings and the two-story buildings that we'll take a look at in a minute. There's two color schemes which is why your seeing color scheme one and two. Those will be mixed between both building styles throughout the site.

Another commonality you'll see between these buildings, again the three-story and the two-story, is some of the detailing. We've taken use of, we've added brackets at the overhangs, shutters at the upper floor windows. We have four different types of siding exposures, two of the lap siding, some shake siding, and some board and batt siding. And again, you'll see that on the two-story townhomes as well. And then of course, we have our varying heights of brick across the front and sides. While these townhomes come together to create a pleasing building assembly as was mentioned by the landscape architect, they also have their individuality and we shown it individuality by changes in plane or changes in material. As well as, each one having a distinct entry marked by the roof features and the columns that frame the entry for each of the units.

As we move around to the rear, you can see the garage doors that were mentioned for these rear-loaded units. As well as the balconies and you can see those code required egress stairs coming down at the rear. And one of the things we notice is the detailing that we're talking about, the shutters, the various exposure of siding, were also brought around to the back of these units. Now, we're taking a look at the two-story townhomes. And these were the front-loaded units that were presented for use on the west and south portions of the site. The six remaining buildings. Again, you can see the various design elements that were brought from the three-story townhomes. They're carried over to these two-story townhomes and because these units are front-loaded, we've actually proposed and upgraded garage door with glass and additional detailing to try to present a nicer front feature with a garage. And again, we have two plans for these buildings. What you see is the 813 and the 830. They range from 1,630 square feet to 1,940 square feet, depending on which plan, which plan options would be selected. And like the three-story units, these buildings again, or these units again, come together to form a pleasing building, but again every individuality that the other units do.

And continuing on the sides and rears, again, you can see the masonry carrying around the various exposures of the siding and then the rear you can see we've continued to break out the elevation with protecting bays and again shutters and various other architectural features. So, those same design elements follow us around this architecture. So, with architecture there's always unlimited number of points to discuss, but as I mentioned this is an overview of the architecture that we're presenting tonight. So, I just want to note for you. Do you have any questions?

CHAIRMAN LORENZINI: We'll ask questions after your presentation is done.

MR. COX: Thank you very much.

MR. FREEDMAN: We also have here tonight our project engineer. I'm not going to call him, but he is available for questions and also Bill Rotolo representing Lexington is also here, and we're available to answer any questions you may have.

CHAIRMAN LORENZINI: Thank you. Sam, Staff report please?

MR. HUBBARD: Sure. I also have a real quick presentation, but I'll try to

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be brief because the Petitioners were quite thorough, so they have hit on a lot of the points that I was going to hit on. So, as you heard, the Applicant's proposing 48 unit townhome development disbursed over nine buildings on the northern part of the Village. The property is currently zoned M-1, which is Industrial Research and Development and Light Manufacturing District. So, it would need to be re-zoned to accommodate for this development. Currently, the M-1 District permits beverage manufacturing and distribution, electronics manufacturing, post offices, just to name a few. So, the zoning will need to be changed and the Applicant's proposing an R-6 zoning classification. Additionally, the comprehensive plan which currently designates the property as research and development, warehousing and manufacturing, also has to be amended to moderate density, multi-family which would facility the zoning change and compliment the proposed townhome residential uses.

So again, as you did hear in 2004, the Timber Court Development, about 300 feet to the north, went through a similar process for re-zoning and an amendment to the comprehensive plan to the R-6 District which is moderate density multi-family, so Staff does see the trend development in this area meaning more towards residential. It doesn't necessarily seem a need to preserve the property as for, you know, light industrial research development and manufacturing. Additionally, the Applicant at the Village's request is proposing to repeal ordinance 92059 which relates to the Old Arlington Heights Road Overlay District. That was established in 1992, not to help facilitate development in this area, in a more cohesive and unified manner. Five of the overlay district properties are within the two record development. The subject property is five more of the overlay district which only leaves three overlay district properties left. Staff did not feel that it's necessary to keep that overlay district around as most of the properties have been developed so we do recommend that be repealed.

And then of course the Applicant has requested preliminary PUD and preliminary Plat of subdivision approval which means if they are approved this evening and move forward they will have to come back before the Plan Commission for final PUD and final plat of subdivision approval. So, I just wanted to outline some of the differences between the individual lot variations and the overall PUD variations. The Petitioner did a very good job of outlining that, but let me also kind of explain if you look on this graphic here you'll see the overall PUD as shown as indicated by the blue line. The red line indicates all the individual lot lines. So, based on those red lines we had to evaluate each individual lot for all bulk and set-back restrictions, and that's created the need for a lot of the variations.

I prefer focus on the overall PUD variations as they're more applicable. The individual lot variations are more arbitrary. They're just a function of the location of the lot lines and they don't actually relate to practical variations requested in this development. So, the first variation as you heard would be to reduce the side year set-back which is on the west of the property. Code requires a 41 foot set-back, the Applicant has proposed a 31 foot set-back. And this is a function of the overall lot width which is 400 feet. That's why that's required a larger 41 foot set-back. Because this area functions as more like backyard for the townhomes along the west side, we kind of compared it to what maybe a standard R-3 zoning would require for a backyard which is 30 feet. The Applicant is proposing 31 feet which we do support. We don't feel that this will create a negative situation in the development.

The next variation would be for the separation between the buildings. Again, as you heard, this is a functional of whether or not the buildings have a

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window in the living room on the side. As you've heard, they will be providing a window. If there wasn't a window the buildings would be code complaint at 30 feet minimum set-back. They're proposed at 34 feet between buildings eight and nine, and I believe 40 feet between buildings six and seven. So, we felt that the addition of this extra window which would allow light into these end units makes up for the fact that there would be less light so to speak and air flow between the buildings as they don't meet that 50 foot separation. Because these buildings are not stacked with units on top of one another, you know, it really only affects the end units on the end and with that window will bring in that natural light, so we do support this variation as well.

Again, you heard the variation from the parking space on the north side of the property that, you know, again, theoretically by the code it doesn't meet the required 25 foot set-back off of Country Lane because it's technically an off-street parking space practically it's an on-street parking space, and in that sense that supports the variation. Finally, the last overall PUD variation relates to the fences proposed at six feet between the units, the backyards of the units, buildings four through nine. And again, in order to help increase privacy which is sometimes a little bit lacking in an attached situation, dwelling situation, Staff does support this variation as well. In you packet the Applicant did submit the required justification for variation relief and Staff has incurred the necessary standards have been met. I will admit to you as the Petitioner has mentioned as well, the site is compliant, well with regards to all the regulations, density, building coverage, height, on set-backs, and so forth.

I'll touch briefly on traffic and parking and I will mention that the Developer has proposed the addition of a second southbound lane of travel on Old Arlington Heights Road. They did submit a traffic study that analyzed trip generation, trip distributions, site circulation, and parking. It did conclude that the street network does have the necessary capacity to handle any increase in traffic that would be generated by the development without significant reductions to the level of service. I think it estimated that a total of 29 trips would be taken during the morning peak and then an additional 33 trips would be generated during the evening peaks. So, that's certainly when you think of like a post office or a beverage manufacture and distributor which we allow currently based on the zoning, you know, these numbers of trips would represent a much less disturbance to the surrounding neighborhood.

Code requires two spaces per unit and each unit does have a two-car garage. In addition, there will be 10 guest parking spaces and they're two spaces in the driveway of each unit, so that brings a total number of spaces up to 202. This is on par with similar townhome developments the Village as approved of the last decade. It equates to, as you've heard, 4.21 parking spaces per unit. The Arlington Reserves Townhomes have 4.25 spaces, so you know, this definitely in the realm of what has been approved in the past and we're comfortable on the Staff level. We don't believe that this is going to create a parking problem.

Finally, I just want to touch on the Housing Commission which met on September 6th to consider this development. The Village does have a affordable housing policy for multi-family developments based on the number of units in the development. This particular development triggers the requirement for eight affordable units. And the Village met with the Housing Commission to discuss that and the resolution at that meeting was that the Developer would instead of providing the eight affordable units would contribute upwards of

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\$15,000 for each of the eight affordable units that they weren't providing, which would total about \$122,500. This would be required at time of building permit and it would go towards the Village's affordable housing fund which would be used to create affordable housing elsewhere in the community. So, there will be no affordable housing on this property, but it will, the money will go into the Village's trust.

So, that pretty much concludes the Staff report. We are recommending approval subject to conditions one through eight as identified in the Staff report and I'm happy to answer any questions.

CHAIRMAN LORENZINI: Thank you, Sam. Do we have a motion to conclude the Staff report into the records?

COMMISSIONER ENNES: So moved.

CHAIRMAN LORENZINI: Second?

COMMISSIONER WARSKOW: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Very good. Okay, now for questions from the Plan Commissioners. Who would like to start? Lynn?

COMMISSIONER JENSEN: Yes, I was in Plat & Sub and I think you've done a very nice job of developing all the ideas that you brought before Plat & Sub and met with the issues over there. I do have a couple of clarifying questions. I guess one is of Staff, the Staff report Sam, you leave out a reference to variation 20 and I don't know if that was just an oversight or there's a reason for doing that. Standard report on page four you have the individual townhouse lot variations 1 through 19 and the next section start with 21. The -- of air conditioning that I wasn't sure why that's left out of the report.

MR. HUBBARD: 20 got shifted back into the individual townhome variation section. So, I think it talks about variations 18 and 20.

COMMISSIONER JENSEN: I see.

MR. HUBBARD: And they dealt more with the set-backs of the deck and air conditioners.

COMMISSIONER JENSEN: The only other question is in some of the earlier documents responding to the departments' questions, there's a reference of 49 units, but in this final duration you're at 48 units. So, I wasn't sure what went on there.

MR. HUBBARD: I can touch on that. The Petitioner worked extensively with Staff over the Plan Commission process to address all of our concerns. Originally, in fact, during Plat & Sub was proposed at 52 units onward to accommodate for some of the items that Staff has asked for they have reduced the units. I think probably at one point it was 49, now it's down 48.

COMMISSIONER JENSEN: At this point, I don't have any further questions.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: Yes, just two quick questions. First, for the landscape architect. Are there native plantings in your landscape plan?

MR. KROGSTAD: There are some of the plants are native. It's not, there

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is no, what we have done in other subdivisions, including in Arlington Heights, they have designed a native ponds when we do have that type of situation above ground detention, but on this one you can see the follow area that the land planner talked about between the two types of use that's, it's deck is going to be an open area. So, this is a little bit more of a ornamental design because of the formality of the units.

COMMISSIONER WARSKOW: I tend to like to see native plantings in developments, not just in detention basins, but throughout the community. They do -- in our area, so.

MR. KROGSTAD: Yeah, we do have plants such as the hackberry and they're out there that are native that we are using on this site, but it's not solely made of plantings.

COMMISSIONER WARSKOW: I didn't mean to insult you; I just wanted to see that there were native plants inter mixed in the landscaping.

MR. KROGSTAD: Yes, there are. Yes.

COMMISSIONER WARSKOW: Okay, thank you. And secondly, this is just for you Sam. I don't remember coming across the term fee simple before. Just for my understanding of what benefit they're trying to drive out of this individual plan. Could you explain to me what the fee simple with them?

MR. HUBBARD: The Developer could probably do a better job then I could with that.

COMMISSIONER WARSKOW: Okay.

MR. FREEDMAN: Fee simple is basically the lot, the ground that you only deed out completely. The house is always in fee simple. When you get into a condominium form of ownership, although you own the unit in fee simple, you share ownership of other aspects of it. The townhouse form of ownership as it was indicated in Jeff's testimony, when you don't have share ownership above you, like in a condo, you're able to create a deed-out to the buyer and you conclude a plot of land that is included in his fee simple deed-out, if he owns inclusively, not as shared. And we think that's a marketing plus. We think people like that better frankly. And we always liked it better. People prefer to, it's just human nature to own something themselves.

COMMISSIONER WARSKOW: Okay, thank you very much. That's all I have.

CHAIRMAN LORENZINI: Terry?

COMMISSIONER ENNES: I have a couple of questions and I think Mr. Nelson since you did such a good job and I would kind of let the Petitioner for the thoroughness of your presentation. It's nice when it comes, but I have a couple of questions and I think since you were describing this area of the development you might be able to answer it. One of the things that I noticed or have noticed with this type of development over the last decade or so, is that with the parking requirement, what we're seeing is the garage parking, a couple of driveway spots and very little parking within the community. So that, during times when people invite family over to their house and they might have three or four, their brothers or sisters come with their kids, where will people be able to park once the driveway spots are full?

MR. NELSON: You can't read, if I do this pointer, you don't see that I assume. Do you?

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COMMISSIONER ENNES: Yes.

MR. NELSON: Okay. So, these are parallel spaces that are not part of the road system. So moving down here, there's a grouping here and there's a grouping there. Any you're correct, your ordinance only requires two to one; that's covered by the garages, okay. Now, two-car driveways help, okay, but there's, your peak demand and there's your functional demand is the way I look at it.

COMMISSIONER ENNES: Sure.

MR. NELSON: Your peak demand is actually, at night, when everybody's in place, all the cars that belong in the subdivision have to park. That's the easy one because you go in your garage or you go in your driveway. It's that random time and that's why it's very difficult to work in guest spaces in a front-loaded, and that's why we introduced them.

COMMISSIONER ENNES: Okay. So, how many spaces are tagged?

MR. NELSON: So, it comes out to a ratio of .21.

COMMISSIONER ENNES: Okay. Not a whole lot, but at least there's spots there that can help the people.

MR. NELSON: Yes.

COMMISSIONER ENNES: Another issue becomes placement of snow, especially when you have a community like this where the streets are owned by the association. Where can snow be pushed?

MR. NELSON: Well, snow, the biggest issue with snow and I kind of run across with it front-loading townhomes a lot, is really in a cul de sac situation, more so than it is in a linear situation. You can see that one of the things that this townhome developments done that is different than most, usually in a two-car garage townhome development or even a one-car for that matter, you see the garages grouped together; so you wind up with a four car garage situation and the entrances apart. Now, what this ones done because the units are wide enough to be able to do that is to separate the units which separates the driveways which gives you more opportunity for curb with less grouped pavement. Plus, it's a linear plan, so there's plenty of opportunity to push it even where the parallel spaces are. Obviously, you can see that there's green to the north of the ones on the south, to the east, you know, so that's the key is is that it functions in a normal rhythm without any major hang up for where that snow whines up because it functions really not to similar than single-family even though there's more driveways.

COMMISSIONER ENNES: So you think there's enough space in there?

MR. NELSON: Yes.

COMMISSIONER ENNES: Okay. I have one other question and I think possibly the architect, Mr. Cox. Thank you. Mr. Cox, the townhomes, the living space is over the garage, is that correct?

MR. COX: For the --

COMMISSIONER ENNES: For the townhome units? And maybe it's also the same situation for the, what do you call them, MUES?

MR. COX: Right, for the MUES, the living room is actually in the front.

COMMISSIONER ENNES: But is there living space above the garage space?

MR. COX: There is living space above the garage space for both of the plans. For the two-story, it's bedrooms.

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COMMISSIONER ENNES: Okay.

MR. COX: We make sure we meet all the codes for MG, you know, separation of --

COMMISSIONER ENNES: What do you do to protect it so that there's heat in there, there is, that the living space doesn't get cold from the garage? For the drafts, the garage door is open and that kind of thing?

MR. COX: Sure, actually with the energy code becoming more strict as we progress there are things as far as air infiltration. The drafts a lot of times are what freeze pipes, but the space between the garage ceiling and the floor is very well insulated, especially with bedrooms. What we do in these cases, and we actually supplied the duct work from the attic coming down, so and it's all insulated, that's all trump lines.

COMMISSIONER ENNES: Wait, the duct work, there's what? I'm sorry.

MR. COX: The duct work actually projects up into the attic space and distributes down, so it's not trapped or creating cavities in that space. That's really actually the reason I mentioned it. So, the space between the garage ceiling and living space is insulated, it's draft stopped and it's insulated so you don't have the cold floor condition you get that you're worried about, or like you said, if someone goes away and leaves a garage door open and where you come home and you have an issue. With the way these are detailed and the way I've seen them built and we designed them, like I said, it meets the energy code and then on top of that it's a tight building with the air change per hour, I mean there's requirements that have to be met, suddenly pass scales I think the code requires that we have to make sure the buildings, they don't leak those kinds of things. Like I said, it winds up with a condition where with that insulation and the floor space you have a warm floor even over the garages.

COMMISSIONER ENNES: I hear from realtors sometimes that that becomes an issue when there's living space. Personally, I don't have living space over my garage, so I don't have that problem, but I hear it from realtors sometimes and I also suspect with the greater attention to energy efficiency that there's probably a lot of things that you're doing as a builder that treat that differently today.

MR. COX: And I can even say even in the walls there's ways to calculate things that two by four walls can be used and R-15 insulation. With this Developer, with the way these are details, we're going with two by six walls with R-19 or 21 insulation, so that's something that will work --

COMMISSIONER ENNES: And that's the exterior walls?

MR. COX: Yes. Even the garage separation wall between the garage and the living space adjacent to it, that's meeting the same requirement as the exterior envelope.

COMMISSIONER ENNES: Okay, thank you very much. That's all I have.

MR. COX: You're welcome.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: Mr. Nelson, I have a couple of questions for you, if you could come on up?

MR. NELSON: Yes, sir.

COMMISSIONER GREEN: Sir, when we were at the Plat & Sub meeting, were these three-story units always up in the northeast corner?

MR. NELSON: No, they were not. I was not at that one, but originally we

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had more of the two-and-a-half three-story than townhome, number one. They were all exclusively along the west property line and there were a pair of two-story townhomes up in that corner that one backed onto Country Lane and they were end-loaded to Old Arlington Heights Road.

COMMISSIONER GREEN: Okay, why did they get moved?

MR. NELSON: For a couple of reasons. The first was the townhomes have the highest value. They're the biggest units, most square footage, and there was a lot of concern. It's always difficult when you have frontage on two roads that you're kind of compelled to back on, okay, and that's always creates an issue in terms of privacy, ascetics, and all kind of other things. And we did have one building that backed on. So, there was a big concern by marketing and ownership to eliminate that condition. So that was probably the one thing that drove it.

The next was to change the proportion to go with more of the bigger, more expensive units and less of the two-and-a-half three-story units. By putting the townhome along the westend we achieved several things. That living space privacy is on the first level, that's easier to screen than it would be to have the two-and-a-half story three-story along that west property line overlooking the office buildings to the west. So, even though there weren't any private spaces there, the buildings were higher and they were going look out onto that. But this one, there two-story, but the first level is an easy screen, so those units now are not only more of them, but they're better located and they function better. At the intersection, what we do have the ability, even though it's the taller building is, which is not to dissimilar then the five-stories that are further north, is the beauty of this product is what you see is the fronts, not the rears. So, because this is a rear-loaded product we've been able to frame the intersection with architecture, and it's front-loaded where --

COMMISSIONER GREEN: I agree. The backs of these three-story things are very plain and very box like. I don't want those to face the street. My question is though, on the northeast corner there, what's the street elevation. What's the curb elevation and what's the top of foundation? What's the difference in height?

MR. NELSON: I don't know exactly. There's a double step retaining wall there.

COMMISSIONER GREEN: Well, the retaining wall and the stairs seem to go all the way out to the 25 foot line.

MR. NELSON: We can answer it, I just don't have that off the top of my head.

COMMISSIONER GREEN: Okay, I need to, I want to get that, I thought to my head. I guess --

MR. NELSON: I have a rough idea, but I don't want to give you the wrong number. I know that the original grade up in that northeast corner was about 698 originally, if I recall.

COMMISSIONER GREEN: 0.78, yes. It looks like the high foundation is 707.

CHAIRMAN LORENZINI: I think we'll have the answer here. Can you state your name and spell it please?

MR. BURDA: Certainly. My name is Tim Burda, I'm with Haeger Engineering.

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CHAIRMAN LORENZINI: Spell your name?

MR. BURDA: T-i-m and B-u-r-d-a. So, just to repeat the question?

COMMISSIONER GREEN: Yes, so at that corner --

MR. BURDA: You're talking about the --

COMMISSIONER GREEN: The curb elevation, the street elevation though of 698.78, and then you have a high foundation which means you have stairs running, you're breaking up a series of terrace stairs that cover 25 feet to get to the front door. How high is the foundation at the front door above the street?

MR. BURDA: Certainly. We're looking at building number two which is at Arlington Heights Road.

COMMISSIONER GREEN: That's the one.

MR. BURDA: Yes. We see the top of foundation here is at 707 at the front. Again, these types of units have roughly, there's about a four-foot of fall from the front to the rear of the unit. So, at that front is 707.

COMMISSIONER GREEN: Okay, so the street is 698?

MR. BURDA: Correct.

COMMISSIONER GREEN: So, you have nine feet of height in 25 feet.

MR. BURDA: Right. We are breaking that up with the wall along Arlington Heights Road. I don't know if you can --

COMMISSIONER GREEN: Okay, I'm looking at the wall. How high is the wall?

MR. BURDA: The wall we're proposing right now is around two feet.

COMMISSIONER GREEN: So, you're splitting it but you still have these stairs, you have to get from --

MR. BURDA: Correct, yes. We've got --

COMMISSIONER GREEN: Which is nine feet down up to the front door.

MR. BURDA: Correct.

COMMISSIONER GREEN: So, you're showing 25 feet of stairs broken up in looks like three steps in however many risers you have going up there.

MR. BURDA: Correct.

COMMISSIONER GREEN: So, how do you aesthetically, because you don't have any elevations that show nine feet which is another floor, in other words you have one more story here is where the stairs are, or excuse me, where the street here, and how you're going to get up nine feet to the front door.

MR. BURDA: Right.

COMMISSIONER GREEN: My question is how are you going to treat and what is the material? Do you have railings on the stair? What is it?

MR. BURDA: Okay. So, if we have steps in the pattern shown right now, groupings of three steps and then you have like a five-foot landing, we typically don't use railings. But when we need to group the steps closer together, that's when I think code requires railings and we would typically put that closer to the stoop.

COMMISSIONER GREEN: Now, only because I'm an architect and I've dealt with railings and things before, the old two risers no rail, three risers you need a rail, I've been hit with I need rail on everything. So, are you, did you check the code? Are you sure there's no rails required in two or less risers?

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MR. BURDA: I can say that the way we've been designing and through past projects, we haven't used railings when we've had the three steps and then the five-foot landing. It's when we go beyond those three steps is when we start to require railings.

COMMISSIONER GREEN: When you do these outside stairs, what's the riser and what's the tread?

MR. BURDA: So, risers, I think we can't go any more than 7.75 feet.

COMMISSIONER GREEN: You wouldn't do that outside.

MR. BURDA: Then the tread is probably about one foot.

COMMISSIONER GREEN: But you would go 7.75 outside?

MR. BURDA: Well, we don't design it to the max, no. So, I would probably do seven --

COMMISSIONER GREEN: Right, so you'd be probably closer to 6.5 or something like that I would assume outside. Outside you go less and bigger tread, okay. So, my question is are these poured concrete stairs?

MR. BURDA: I think that they are poured concrete stairs.

COMMISSIONER GREEN: Here is my concern is that in other projects that we've seen, I'm thinking of the ones along like Mariano's, just for the panel to understand what I'm talking about, is as you go up these stairs and they pour these things and they bring the dirt up to them in an attempt to not have the separation so they don't need the railings, after six months to a year the dirt settles in and you have these stairs that become almost standing by themselves as the grade goes down. Quite frankly, they don't look as great as they could be. That's why when this original project came to us in the Plat and Sub, those three-story units which is two-and-a-half stories in the front plus another story to the street, that's a three-and-a-half-story height you're dealing with at the corner there. I was happy to see then that they were in the back, and now I see they're back in the front here.

So, my concern is the aesthetics of this because we don't have that on this pretty picture you show us. This is a four-unit building and you have seven-unit buildings, and you have another height down here. So, that's my concern is the look of this. I think before final I'd like to know exactly, if you would just check with the code before you come back to us with a final, give us that final design and maybe even a picture of what it's going to look like.

MR. BURDA: Certainly.

COMMISSIONER GREEN: That would be wonderful, thank you. That's all I have, Chairman.

CHAIRMAN LORENZINI: Susan?

COMMISSIONER DAWSON: Sam, Timber Ridge to the north was approved for three buildings and they built two. Do you know what's going on with that third building? Do they have to come back to us if they want to have one? What's --

MR. HUBBARD: I don't know. I'd have to go through the actual approval ordinance. I mean typically if they've started a project and they have approval for three buildings and they've only built two, regardless of the fact that it may have been several years, as long as they've started the project and completed it as proposed, they wouldn't normally need to come back unless there was a specific condition added to the ordinance which I'm not aware of.

COMMISSIONER DAWSON: So, was there any, when traffic was

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discussed on this road, did anyone take in the fact that there could be another building placed, I mean I believe that's where the building would go, it would have been right up against this Country Lane. I can't seem to, I can't recall, it was years ago, was it? Was it north?

COMMISSIONER SIGALOS: No, I think --

COMMISSIONER DAWSON: Okay, the third building?

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Yes, the third building would go right here. I don't know if --

COMMISSIONER DAWSON: So, what's the, who owns the property between them?

MR. HUBBARD: So, those are two properties and they're separate ownership. I do not believe that they're owned by Timber Ridge but I'm not a hundred percent sure on that. I don't know who owns them.

COMMISSIONER DAWSON: Who owns the lot just to the south of this property?

MR. HUBBARD: That lot is owned by the property owner here who owns this office building.

COMMISSIONER DAWSON: Okay, could you go back to the screen with all the lot lines?

MR. HUBBARD: Which one?

COMMISSIONER DAWSON: The one that had the red showing the fee simple.

MR. HUBBARD: Yes, give me one second here.

COMMISSIONER DAWSON: Well, I mean I guess I can ask my question while you're looking for it. It only shows, it just doesn't include all the way down to the street, I was just curious, was this just for our convenience or was there a reason why the ownership doesn't go all the way down to the street?

MR. HUBBARD: You're talking about for the red properties?

COMMISSIONER DAWSON: Yes, I mean the lots.

MR. HUBBARD: Right.

COMMISSIONER DAWSON: Is this actually showing the lots that people will own?

MR. HUBBARD: Correct.

COMMISSIONER DAWSON: Or was this, I mean this is the actual lot size so it will not carry to the street?

MR. HUBBARD: Right, correct.

COMMISSIONER DAWSON: What's the reasoning for that?

MR. HUBBARD: That's just how it was designed. I don't know what their reasoning was.

MR. FREEDMAN: I think the reasoning was to maximize the common area, to create a private lot ownership for a lot to every single unit, but to maximize the area that's commonly maintained by the association. I mean you could run those lots to the street but I don't know what you would gain by that. Right now, obviously the area between the end of the lot and the street behind is going to be open space grass and then maintained by the association.

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MR. HUBBARD: So, they would probably replace all the driveways in phases as the, you know, as the development, the owners association would as opposed to each individual townhome, you know, repairing their driveway as they needed.

MR. FREEDMAN: I haven't seen the declaration but I think that's correct, Sam. I think probably, that would be done as probably, firstly it's cost efficient, secondly the uniformity. I think that's probably what would be done.

COMMISSIONER DAWSON: Are the owners going to understand that? I mean I just am concerned that the general layman coming in to buy the property isn't going to understand the ramifications of not owning the driveway.

MR. FREEDMAN: Well, they may not own it but they'll have an easement over it. It's the same thing as when you go over a parcel.

COMMISSIONER DAWSON: Sure, but they can't just simply make repairs or change driveway if it's owned by the homeowners association.

MR. FREEDMAN: I don't expect the average person to read any condominium or townhouse declaration, to read every page and understand it. But I believe, number one, most people who buy have attorneys who explain it to them; and secondly, we do explain the details of what they get and what they don't get. That kind of question would be understood because what people particularly want to know is what can I do on my lot and what is the association maintaining. That is explained to buyers.

MR. HUBBARD: I would add that this isn't just this development, this is how Arlington Crossings was done. This is how Ardmore Townhomes was done. This was how Reserves was done.

CHAIRMAN LORENZINI: It's not unusual.

COMMISSIONER DAWSON: Okay, it just was surprising to me to see it. I do more commercial real estate in my practice, I don't do residential. I don't deal with a lot of homeowners in this kind of capacity. But I know just when I bought my home, I'm not in a homeowners association so it's different, it would have shocked me to find out I didn't own my driveway. So, I was just, when I saw that I thought, well, that's interesting, why is it that it doesn't include the driveway?

But if you're saying, Sam, that that's how they are always done, then you know, I'm not asking you to change it but I was just --

MR. FREEDMAN: I don't think the expectation you're concerned about really happens. I think with everybody, yes, you'd think that's my driveway and it is. The fact that part of it is on fee simple and part of it is on an easement right. I've never run into that being a concern by a homeowner.

COMMISSIONER DAWSON: I would probably guess that many homeowners don't fully understand that. But that's not, I'm not trying to imply that you're misleading them in any way, shape or form.

MR. FREEDMAN: No, I didn't think you were.

COMMISSIONER DAWSON: I'm just saying that the average individual, and even, you know, if someone is going to buy one of these properties, generally residential, you get your survey at closing if not, you know, an hour before. It's not like a commercial deal where you're getting it a month before closing and you're studying it.

MR. FREEDMAN: I don't think they even think about it. But I think one of the reasons they don't is I don't think it ever rises to be an issue.

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COMMISSIONER DAWSON: Okay, all right. That was just surprising to me when I saw that. I didn't know if that was just for our convenience or if it was intentional. I have no other questions.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: Sam, can we pull up the aerial view of the property and the adjacent, that's not it. I was at the Plat & Sub and I know I asked a question back then, the two properties north of Country Lane and the one property south of the Lexington development, is there any hopes of purchasing those and expanding this? In other words, to the north of Country Lane off to the Timber Courts condos?

MR. ROTOLO: I wasn't sworn in.

(Witness sworn.)

CHAIRMAN LORENZINI: Would you state your name and spell it please?

MR. ROTOLO: Bill Rotolo, R-o-t-o-l-o.

CHAIRMAN LORENZINI: Thank you.

MR. ROTOLO: We've contacted the landowners to the south and they just are not interested in selling. The landowner to the north, we never got a response of any kind. So, we did get a response from the owner to the south.

COMMISSIONER SIGALOS: It's just a vacant property and he's not interested in selling?

MR. ROTOLO: No.

COMMISSIONER SIGALOS: Okay.

MR. ROTOLO: We've tried. We actually made an offer on the one to the south. No, didn't want to sell.

COMMISSIONER SIGALOS: The other question I had, I'm assuming you've done some market studies and the conditions are better today than they were six years ago or so with townhomes? The condominiums to the north, Timber Courts was originally built as condos, three buildings. Because of the economy, those three buildings were never built, the condos became rental units, it's kind of a mess over there.

MR. ROTOLO: I will say this, the condo marketing in the suburbs, especially outside of downtown areas is very weak. You're not seeing any new construction of condominiums in the suburbs in the main except for maybe Oak Park and Evanston where the markets are very strong in the large downtowns. The reason being there were a lot of foreclosures, the prices have not recovered, and we couldn't build them for the price, nobody would buy them. We'd have to charge more than people are willing to pay.

We did the market research in this area, and the condominiums on the west side of Arlington Heights Road, I think it's called Verde something, you can buy a unit over there for less than \$100,000, a two-bedroom two-bath.

COMMISSIONER SIGALOS: But you're confident that the market research there would support townhomes?

MR. ROTOLO: It's very strong right now, very strong. You know, we have other developments in the area, Palatine, Rolling Meadows, and we're selling at a decent pace, about three months which it's not like it was in the heyday but it's a lot better than it was during the recession.

COMMISSIONER SIGALOS: You anticipate building, or breaking ground for each building as the units are all sold within that building?

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MR. ROTOLO: Yes.

COMMISSIONER SIGALOS: Or will this whole thing be developed at one time?

MR. ROTOLO: Yes. I will say if there is, say a five-unit building and we sold four, we'll start the building and we'll sell the last one, you know, as it goes. But in the main, we do not start until we have sold, except for the models.

COMMISSIONER SIGALOS: I just want to clarify, these buildings are all fully sprinklered? Fire sprinklered?

MR. ROTOLO: Whatever your code requires.

COMMISSIONER SIGALOS: I thought I saw something in the Fire Department comments, they're required?

MR. HUBBARD: It will be, yes.

MR. ROTOLO: I believe so. Most communities are requiring sprinklers today. Are you aware of that? Do you know that?

MR. COX: Yes, they will be.

CHAIRMAN LORENZINI: Can you state your name again please? State your name again just in case the court reporter forgot.

MR. COX: Okay, Jay Cox.

CHAIRMAN LORENZINI: Jay Cox, thank you.

COMMISSIONER SIGALOS: Okay, thank you. That's all I have.

CHAIRMAN LORENZINI: Terry, did you want to say something?

COMMISSIONER ENNES: I just wanted to clarify that when Mr. Rotolo was talking about condominium, you were talking about an individual apartment condominium as opposed to a townhome. You were differentiating them.

MR. ROTOLO: Yes.

CHAIRMAN LORENZINI: Okay. Sam, the \$122,000 for affordable housing, so I assume that's some type of Village lockbox which guarantees it's going to for affordable housing programs?

MR. HUBBARD: I would also assume so, yes. I don't know the specifics of where it's kept, but it's kept until spent for the affordable housing programs.

CHAIRMAN LORENZINI: Just a general question. So, each village in the county is required to have so much affordable housing. How are we doing as a village?

MR. HUBBARD: I believe we are above the 10 percent state requirement.

CHAIRMAN LORENZINI: My question I guess would be for the landscape architect. What's going to be on top of the detention pond? Just sod?

MR. KROGSTAD: Yes, that's going to be an open area and sod. Then along the perimeter of it, there will be trees, but we'll try and limit any planting because of root conflicts on top of the vault.

CHAIRMAN LORENZINI: Okay, and maybe Mr. Freedman, prices of these homes? \$300,000, \$400,000, \$500,000 range?

MR. FREEDMAN: Again, there's two product types. The muse product is the lesser expensive of the two. They do not have basements and they will be priced around 330 to 350. The two-story front-loaded garages with studio basements, they'll be in the 375 to 400 range. That's base.

CHAIRMAN LORENZINI: Last question, I'm not sure who would answer

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this, but some of the development in the Village end up having a lot of cable boxes and TV boxes and things in the front lawn. Are we going to end up with something like that here?

MR. FREEDMAN: You're the architect, answer it.

MR. COX: Well, I guess I would say we do our best to create detailing when we move forward to construction documents. So, what we try to do is be sensible about electric meters and gas meters and how it hooks up to the adjacent utilities. To try to, you know, avoid painting a rosy picture, they are part of any modern home. But like I said, the best we can do is to be sensitive.

CHAIRMAN LORENZINI: But putting the cable box underneath the porch, underneath the deck, is a lot more acceptable than putting it in the front yard.

MR. COX: Right, and typically as well, I'll let the landscape architect speak, but we even take care to locate where furnaces are, where electric panels are inside so we meet the codes for the distances between the electrical meters and the sockets. So, we do actually take care to detail those things as, and the Board will understand, you know, where sewer and water and water heaters are, they're planned inside the building and outside the building.

MR. KROGSTAD: Again, Karl Krogstad, landscape architect. You'll see on the drawing, and I actually have a note, we are trying to screen in any of the utilities there on the buildings such as gas meters, electric meters and we want to make adjustments in the field as necessary to screen those. So, it's our intention to screen, they could still be accessed by the utility companies, but to have plantings that are adjusted for the final location of those meters.

CHAIRMAN LORENZINI: Okay, thank you. That's all the questions I had. So, we're going to next open it up to the public for any questions. Why don't we start on your right side, my left side? Anybody on the second row have any questions, comments? Anybody on that side of the room? Then let's go to this side of the room, my right, your left. Yes, sir, would you please state your name, spell it for the court reporter and ask your question or make your comment?

QUESTIONS FROM AUDIENCE

MR. MOATS: Yes. My name is Larry Moats, I represent the Richard Taylor family with regard to the three-story building on the south, south of the building you're at.

CHAIRMAN LORENZINI: Would you spell your last name please?

MR. MOATS: M-o-a-t-s is the last name, first name is Larry.

CHAIRMAN LORENZINI: What building do you represent?

MR. MOATS: 3233 North Arlington Heights Road.

CHAIRMAN LORENZINI: Okay, thank you.

MR. MOATS: In any case, we're excited about the development that's going to take place and I just want to preface any remarks that we do make in that regard. A couple of kind of basic things here that we're interested in is, first of all, the drainage capacity of that area, I know we do have challenges in terms of heavy rains, in terms of the water draining fast enough and sometimes even overflowing into the building itself. We're just wondering what this project, how this project is going to impact that drainage infrastructure.

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CHAIRMAN LORENZINI: Okay, I doubt we'll get into real specific details, but Sam, do you want just in general say how we handle these issues? Drainage issues?

MR. HUBBARD: Yes. The county has a local ordinance that governs stormwater management, and it states that you can't create any stormwater runoff onto adjacent and neighboring properties. So, this development will be subject to those requirements, so they have designed an underground detention to meet the standards of the MWRD to contain and detain their stormwater and then will eventually run them to the city storm sewer system.

MR. MOATS: Is this something that needs to get approved by the Village then as well, or Arlington Heights?

MR. HUBBARD: Their final engineering plans are subject to our review and approval, and they'll need permits through MWRD and so forth for other portions of it, yes.

CHAIRMAN LORENZINI: In addition to Sam's Planning Department, there's an entire Engineering Department that studies and looks at all the drainage, traffic, all those type of issues.

MR. MOATS: I guess so, pardon my ignorance. But I mean is there anything that we should be doing to, you know, be assured that this is being looked after? Because it is a very sensitive issue. Needless to say, you have a lot of customers coming in there, when you have a flooded, you know, parking lot, it's a very awkward situation. If it's going to get worse as a consequence of this, it just doesn't make any sense, it's bad for everybody.

MR. HUBBARD: Sure, yes, and it's a sensitive issue for Staff as well. So, we don't want to create any, you know, problems for neighboring property owners either. So, you know, we do our utmost to make sure that it conforms to all the stormwater management requirements.

MR. MOATS: I guess the second issue that we'd like to just quickly touch upon, that is the parking. I know that's been discussed here this evening, you know, when you have a building that, you know, unfortunately with the economy recovering and so forth and so on, there is a lot more activity in our building. We have some concern that people might use the parking in our building as the development takes place. Are there any feedback we can get on that in terms of how do we make sure that this isn't an issue?

MR. HUBBARD: Well, it meets the code requirements of the Village for how many parking spaces is required. In fact, it goes above and beyond by providing some guest spaces. So, you know, we don't anticipate that it's going to create, you know, parking problems and a burden on adjacent property owners. Certainly, you can post complying, you know, tow signs in your parking lot, I mean that could be an option. But we don't anticipate that this is going to be a problem.

CHAIRMAN LORENZINI: There are certain Village codes that require so much parking from any development, and they've met the parking requirements for their development.

MR. MOATS: We're quite aware of that. But again, I know that it was brought up this evening, you know, about the possibility of overflowing parking concerns. You know, so we're just naturally concerned how this might impact our property as well. Again, I'm not sure that there's anything you can do about it but we would like to bring it to your attention if it's appropriate to review this.

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CHAIRMAN LORENZINI: Okay, thank you.

MR. MOATS: I guess the other area just in general, and again we really appreciate the presentation tonight, we appreciate what the Village of Arlington Heights is doing in terms of making sure that real estate is getting built in a way that's good for the community as a whole. But again it appears, and we're not experts in building property, we'd like to think we're experts in managing properties, but it seems like there are a lot of variances that are requested with this property. I was just wondering if it would be appropriate that we could meet with some of the people with Lexington and go over some of the issues that they talked about tonight with regard to modifications they requested from the Village.

MR. FREEDMAN: We'll give you a card.

MR. MOATS: You know, in that way we could have a better comprehensive view of how it might impact our property. Again, we're here to be part of the community, not to cause trouble. We just want it to be best for everybody.

CHAIRMAN LORENZINI: All right, I appreciate your comments.

MR. MOATS: Thank you.

CHAIRMAN LORENZINI: Anybody else on this side of the room? Comments or concerns, questions? Okay, if not, we'll close the public hearing portion and go back to the Commissioners for final questions, deliberations and/or recommendation. Lynn, anything?

COMMISSIONER JENSEN: Well, just to clarify a couple of points you just made, and then Sam, you can restate that. So, as is the case with every petitioner, they have to take care of all the water runoff on their property. But they're not required to fix all the water runoff problems in the entire area.

MR. HUBBARD: Correct.

COMMISSIONER JENSEN: The Village feels confident from this or will feel by the time they develop it that they will have met that requirement, so they will take care of the water runoff that they're responsible for.

MR. HUBBARD: Absolutely. We won't approve them unless they meet the standards of the WMO.

COMMISSIONER JENSEN: The other thing, maybe you can just clarify, you indicated that there are a limited number of variances that are required if you were doing one piece of property over lots broken out separately. So, the bulk of the 25 or whatever is because they're going to this fee simple lots. So, there's really only about five variances as I understand it that really would be of major concern to you, is that correct?

MR. HUBBARD: Yes.

COMMISSIONER JENSEN: Okay, thank you.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: I don't have any questions. Just I think it's a really great design.

CHAIRMAN LORENZINI: Terry?

COMMISSIONER ENNES: Nothing further.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: I really have nothing.

CHAIRMAN LORENZINI: Susan?

COMMISSIONER DAWSON: I don't have any questions. The only

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comment I would make to the managing property owner is that once it's built and people try to move in, I would form a good relationship with the homeowners association because that's going to probably be, I mean the owners can do the best they can to make assurances to you. But once they're done, they turn it over to the homeowners association. So, it's going to be very important to develop a strong relationship with them relating to your parking lot because it's a very viable concern. I think if you're a good neighbor and you work with the homeowners association and you're flexible with them, then they'll probably honor your concerns.

MR. MOATS: I appreciate your remarks. Thank you

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: No, I have nothing further.

CHAIRMAN LORENZINI: I have nothing further. Do we have a motion or recommendation here?

COMMISSIONER WARSKOW: I make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 16-021, a Rezoning from M-1 Research Development and Light Manufacturing to R-6 Multifamily Dwelling District; an Amendment to the Village's Comprehensive Plan to change the underlying land use designation from Research & Development, Manufacturing and Warehouse to Moderate Density Multifamily; a Preliminary Plat of Resubdivision; a Preliminary PUD to allow nine townhome buildings with 48 dwelling units on one zoning lot; Repeal Ordinance 92-059 and 92-060 relative to the Old Arlington Heights Overlay Zone; Variations 1 through 25 as outlined in Exhibit 1.

This approval shall be subject to the following conditions:

- 1. Approval of final plat of subdivision and final PUD.**
- 2. The internal roadway network and all underground utilities (water, sanitary, storm) shall be privately owned and maintained by the homeowners association.**
- 3. The Petitioner shall comply with the September 6, 2016 motion of the Housing Commission to provide a fee in lieu of for affordable housing (\$2,500 for each unit in the development) to be paid at the time of building permit.**
- 4. The Petitioners shall comply with the October 4, 2016 motion of the Design Commission.**
- 5. No fence shall be allowed in the area between the townhome buildings and Old Arlington Heights Road, and no fence shall be allowed in the area between the townhome buildings and Country Lane.**
- 6. Construction of all off-site public improvements as required per IDOT approval.**
- 7. Contribution fees shall be paid for parks, schools and library per Chapter 29 of the Municipal Code.**
- 8. The Petitioner shall comply with all federal, state and Village codes, regulations and policies.**

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CHAIRMAN LORENZINI: Is there a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN LORENZINI: Okay, roll call vote please.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes, with comment.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes. Commissioner Green, comment?

COMMISSIONER GREEN: My only comment is I think it's a great site plan. I like the fact that we don't have all the fronts along Old Arlington Heights Road which was a concern in Plat and Sub. Just a reminder, get the sidewalks and railings and the retaining walls when you come back for final, or when you go to the Village Trustees, give them an elevation or rendering or something so they can see this situation so they're aware of it. That's all. I think it's a great project.

CHAIRMAN LORENZINI: Okay, congratulations. You received a unanimous recommendation. So, good luck.

Any other business? Anything else? Anything else, Sam, on the agenda we need to talk about?

MR. HUBBARD: Nothing.

CHAIRMAN LORENZINI: Anybody have any questions or anything? Okay, motion to adjourn?

COMMISSIONER JENSEN: I move we adjourn.

COMMISSIONER GREEN: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: We're adjourned, thank you.

(Whereupon, the meeting was adjourned at 9:02 p.m.)

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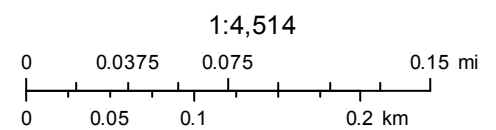
SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2016.

NOTARY PUBLIC

Aerial - Lexington Homes Townhome Proposal



April 21, 2016



STAFF DESIGN COMMISSION REPORT MULTI-FAMILY RESIDENCES

PROJECT INFORMATION:

Project Name: Lexington Heritage Subdivision – Townhomes
Project Address: 3216-3240 N. Old Arlington Heights Road
Prepared By: Steve Hautzinger

Date Prepared: September 27, 2016

PETITION INFORMATION:

DC Number: 16-111
Petitioner Name: Tom Meyer
Petitioner Address: Lexington Homes LLC
1731 N. Marcey St., Suite 200
Chicago, IL 60614
Meeting Date: October 4, 2016

Requested Action(s):

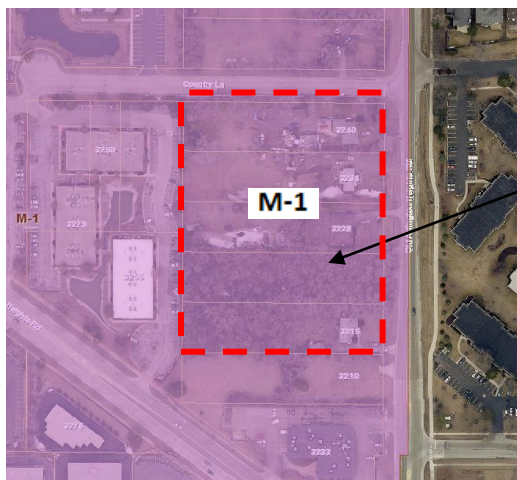
1. Approval of the proposed architectural designs for the multi-family townhomes at the proposed Lexington Heritage Subdivision.

ANALYSIS:

Summary

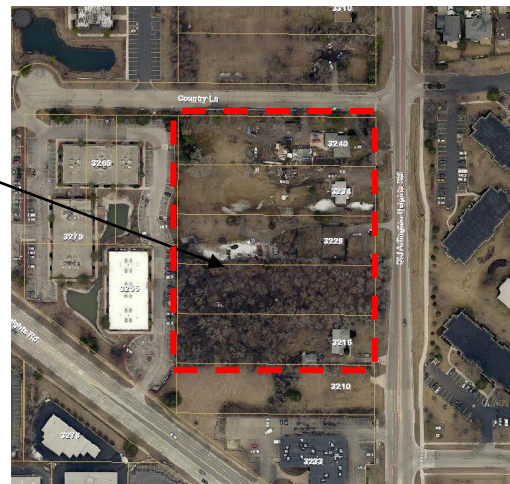
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction...to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Code."

Lexington Heritage is a proposed townhome subdivision consisting of nine buildings with a total of 48 attached townhome units. Three of the nine buildings will be three stories with rear loading garages, and the remaining six buildings will be two stories with front loading garages. The subject site consists of five land parcels that have a combined area of approximately 4.59 acres (200,000 sf). At this time, four of the five lots are developed with single family homes (to be demolished), and the fifth lot is vacant. This project requires Plan Commission review and Village Board approval for: rezoning from M-1 (Research, Development, and Light Manufacturing District) to R-6 (Multi-Family Dwelling District), amendment to the Village's Comprehensive Plan, Plat of Resubdivision, Planned Unit Development, repeal of the existing Old Arlington Heights Road Overlay Zone, and various corresponding zoning variations. Plan Commission review is currently scheduled for October 26, 2016.



Zoning Map

Subject
Property



Aerial of Subject Property

Architectural Designs:

The proposed townhomes are traditional in appearance with a variety of exterior materials including brick, vinyl siding, and asphalt shingles. The proposed designs incorporate a variety of siding profiles including horizontal siding, shake siding, and board & batten siding which adds interest to the appearance. Two exterior material palettes are proposed. The color palettes are very similar, but they have slightly different brick, siding, and roofing colors.

Overall, the proposed designs have a nice appearance, and are well done. The side elevations of the two-story buildings are nicely developed, and there is an adequate level of detailing on the rear elevations. The design style and detailing is consistent between the two-story and three-story buildings, which will provide a nice cohesive feeling for the development.

However, the following suggestions should be considered to enhance the overall appearance:

1. The two color schemes may be too similar.
 - Consider adjusting the siding colors to provide a bit more contrast.
 - Consider changing the shutter and front door colors between the two palettes to provide more interest.
 - The garage doors are prominent on the front of the two-story buildings, so the style and/or color of the garage doors should be varied between the two different palettes.
2. The application of the two color palettes needs to be established. Should it be alternated with the same palette on every other building, or should the palettes be applied in clusters, such as groups of three?
3. The optional bay windows on the side of the three-story buildings should be provided as standard to enhance the side elevations. Furthermore, the bays should include one of the specialty siding treatments, either shake or board & batten style.

Landscaping:

The existing site contains numerous trees that are proposed to be cleared to accommodate the proposed development. Through the Plan Commission review, the quality of the existing trees will be evaluated, and opportunities to preserve quality trees will be explored. Abundant new landscaping is proposed throughout the site. The petitioner has already responded to a first round of Staff landscape comments, and overall the landscaping plan is nicely designed.

The following suggestions should be considered to enhance the landscape design:

1. Consider adding some specialty paving at key areas, such as at the entry driveways.
2. The proposed internal roadway lighting should be decorative to complement the architecture of the buildings.

Signage:

Chapter 30, Sign Code allows development identification signs which display the name of the project. Permanent ornamental signs or entry gates are permitted only at one point of ingress to the development from each adjacent street, with one sign on each side of the point of ingress being allowed. Signs are limited to 25 square feet in area and 6 feet in height.

The proposed “Lexington Heritage” monument style sign is simple, but it is nicely designed and it will fit well with the character of the development. The size complies with code, but the proposed location at the northeast corner of the site is not allowed. The sign should be moved to the entry drive from Old Arlington Heights Road, and a second sign is recommended to be located at the entry drive from Country Lane.

RECOMMENDATION:

It is recommended that the Design Commission **approve** the proposed architectural designs for the *Lexington Heritage Townhome Subdivision* located at 3216-3240 N. Old Arlington Heights Road. This recommendation is subject to compliance with the architectural plans received 9/16/16, landscape plans received 9/27/16, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and resolution of the following:

1. Consider adjusting the siding colors to provide a bit more contrast.
2. Consider changing the shutter and front door colors between the two palettes to provide more interest.
3. Vary the garage door style and/or color between the two different exterior color options
4. Establish the application of the two different exterior color options, either alternating or clustering.
5. The optional bay windows on the side of the three-story buildings should be provided as standard to enhance the side elevations, and the bays should include one of the specialty siding treatments, either shake or board & batten style.
6. The development identification signage shall be revised to comply with Chapter 30, Sign Code.
7. Consider adding some specialty paving at key areas, such as at the entry driveways.
8. The proposed internal roadway lighting should be decorative to complement the architecture of the buildings.
9. 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/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code requirements.

Steve Hautzinger AIA, Design Planner
Planning and Community Development

c: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 16-111

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
OCTOBER 4, 2016

Chair Eckhardt called the meeting to order at 6:30 p.m.

Members Present: Ted Eckhardt, Chair
John Fitzgerald
Anthony Fasolo
Kirsten Kingsley
Jonathan Kubow

Members Absent: None

Also Present: Irfan Patel, North Suburban Petro for *Marathon Gas Station*
Mark & Lisa Livesay, Owners of 926 N. Hickory Ave.
Gary Lira, Lira & Associates for 926 N. Hickory Ave.
Jeff Benach, Lexington Homes for *Lexington Heritage Townhomes*
Jay Cox, BSB Design for *Lexington Heritage Townhomes*
Karl Krogstad, Krogstad Land Design Limited for *Lexington Heritage Townhomes*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM SEPTEMBER 20, 2016

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER FASOLO, TO APPROVE THE MEETING MINUTES OF SEPTEMBER 20, 2016. ALL WERE IN FAVOR. THE MOTION CARRIED.

Chair Eckhardt welcomed Kirsten Kingsley, newly appointed Design Commissioner, who was a former member in years past.

ITEM 3. MULTI-FAMILY REVIEW

DC#16-111 – Lexington Heritage Townhomes – 3216-3240 N. Old Arlington Heights Rd.

Jeff Benach, representing *Lexington Homes*, Jay Cox, representing *BSB Design*, and Karl Krogstad, representing *Krogstad Land Design Limited*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing a townhome subdivision consisting of nine buildings with a total of 48 attached townhome units. Three of the nine buildings will be three stories with rear loading garages, and the remaining six buildings will be two stories with front loading garages. The subject site consists of five land parcels. At this time, four of the five lots are developed with single family homes (to be demolished), and the fifth lot is vacant. This project requires Plan Commission review and Village Board approval for: rezoning from M-1 to R-6, amendment to the Village's Comprehensive Plan, Plat of Resubdivision, Planned Unit Development, repeal of the existing Old Arlington Heights Road Overlay Zone, and various corresponding zoning variations. Plan Commission review is currently scheduled for October 26, 2016.

The proposed townhomes are traditional in appearance with a variety of exterior materials including brick, vinyl siding, and asphalt shingles. The proposed designs incorporate a variety of siding profiles including horizontal siding, shake siding, and board & batten siding, which adds interest to the appearance. Two exterior material palettes are proposed. The color palettes are very similar, but they have slightly different brick, siding, and roofing colors. Overall, the proposed designs have a nice appearance, and are well done. The side elevations of the two-story buildings are nicely developed, and there is an adequate level of detailing on the rear elevations. The design style and detailing is consistent between the two-story and three-story buildings, which will provide a nice cohesive feeling for the development.

The following suggestions should be considered to enhance the overall appearance:

1. The two color schemes may be too similar:
 - Consider adjusting the siding colors to provide a bit more contrast.
 - Consider changing the shutter and front door colors between the two palettes to provide more interest.
 - The garage doors are prominent on the front of the two-story buildings, so the style and/or color of the garage doors should be varied between the two different palettes. Mr. Hautzinger stated that catalog cut sheets for the garage doors were received today from the petitioner and will be presented for discussion tonight.
2. The application of the two color palettes needs to be established. Should it be alternated with the same palette on every other building, or should the palettes be applied in clusters, such as groups of three?
3. The optional bay windows on the side of the three-story buildings should be provided as standard to enhance the side elevations. Furthermore, the bays should include one of the specialty siding treatments, either shake or board & batten style.

With regards to landscaping, Mr. Hautzinger stated that the existing site contains numerous trees that are proposed to be cleared to accommodate the proposed development. Through the Plan Commission review, the quality of the existing trees will be evaluated, and opportunities to preserve quality trees will be explored. Abundant new landscaping is proposed throughout the site. The petitioner has already responded to first round Staff landscape comments, and overall the landscaping plan is nicely designed.

The following suggestions should be considered to enhance the landscape design:

1. Consider adding some specialty paving at key areas, such as at the entry driveways.
 2. The proposed internal roadway lighting should be decorative to complement the architecture of the buildings.
- Mr. Hautzinger stated that catalog cut sheets for lighting were received earlier today from the petitioner and will be

presented for discussion tonight.

With regards to signage, the proposed "Lexington Heritage" monument style sign is simple, but it is nicely designed and it will fit well with the character of the development. The size complies with code, but the proposed location at the northeast corner of the site is not allowed. The sign should be moved to the entry drive from Old Arlington Heights Road, and a second sign is recommended to be located at the entry drive from Country Lane.

Staff is recommending approval of the proposed architectural design, with all of the recommendations in the Staff report.

Commissioner Kubow asked how many building types are being proposed, and Mr. Hautzinger replied that there are 2 building types; a 2-story and a 3-story, which vary in length and number of units. Commissioner Kubow also asked about the drive aisle off Country Lane shown on the site plan but not on the grading plan, and Mr. Hautzinger explained that the drive aisle is for emergency Fire Department access only. Mr. Cox added that the drive aisle will be paved and gated in some way. Chair Eckhardt asked about the detention area shown in the middle of the site, and Mr. Krogstad replied it is an open area for underground vaulted detention.

Mr. Cox stated that Staff did an excellent job presenting the project, and they have no objections to the recommendations in the Staff report. He clarified that there are 4 different unit types to create pleasing architecture and 4 different sidings, with 2 different exposures of the horizontal siding to create additional break-up of the facade. He welcomed any questions the commissioners had. Mr. Hautzinger asked for clarification on the location of the different exposures of horizontal siding, and the petitioner explained that the smaller exposure siding will be located up in the gables.

Commissioner Kubow said that his only issue was that there should be more differentiation in the material and color combinations being proposed. He felt that proposing 4 different building types presented an opportunity to go with more than 2 color options; there has to be a little more differentiation between each of the buildings. Chair Eckhardt asked the petitioner to clarify the color schemes for each building. Mr. Benach replied that they are trying to create a thematic thread throughout the site by using different brick and siding in the same color family, as well as vary the different exposures of the siding; however, he was cautious about using too many color palettes, similar to their Lexington Park project in Des Plaines, which he did not want to repeat. His inclination would be to alternate the proposed color options by building. Chair Eckhardt said that he was more interested in the buildings that face each other; will the buildings match or be different in color scheme? Mr. Benach preferred that the buildings that face each other be different colors, with colors alternated, instead of grouping the colors.

Commissioner Kubow had no further comments.

Commissioner Fitzgerald liked the proposed landscape plan as well as the plant selections, which will do well in this environment. Although the 2 siding colors shown in the rendering were nice, he felt that in reality the colors were very close, and he was not opposed to seeing a little more separation and a little more definition between the 2 colors. He was okay with the shutters and front doors being the same color, and he was not opposed to the garage doors being the same color as well, or at a minimum the color of the siding. He felt that Staff could approve each building color, and he agreed that signage for the development should meet code. Adding specialty paving was a good suggestion, and he agreed with Staff's suggestion that the bay windows on the side of the 3-story buildings be standard. Commissioner Fitzgerald reiterated that he liked the separation of siding colors shown in the renderings; however, based on the actual samples provided, they were too close, and the garage doors were too bright and too much of a focal point and should be toned down.

Commissioner Kingsley agreed with Commissioner Fitzgerald's comments about the closeness of the 2 siding colors, and the suggestion to change the color of the garage doors to either the front door color or the siding color. She questioned whether each of the siding colors could be used together on the top and bottom areas of the

buildings. She also liked the cream color of the trim shown in the renderings, as opposed to the white color of the sample, and she agreed with Staff's comment to consider adding specialty paving at the entry driveways. Although she was okay with Staff reviewing the final colors for each building, she suggested Buildings 1 & 3 be the same color, and Building 2 be a different color; she felt this made sense and would create a more harmonious environment. She asked what material the driveways will be, and the petitioner responded that they will be black asphalt.

Commissioner Fasolo felt the brick color shown in the renderings looked much better than the samples provided. He felt that a mix of color Scheme 1 and Scheme 2 should be considered with every other unit having a different color scheme on each building, instead of each building being a different color. This would be a solution to having buildings opposite each other with the same colors, as well as break up the monotony of the larger elevations with all the same color. He also felt that the brick colors were too similar and needed more contrast, and the siding colors were too similar as well. He agreed with Staff's recommendation to make the bay windows on the side elevations standard, and to vary the style of the garage door and match the color to the siding. He agreed that ground signage should meet code and be located at the entries, and specialty paving should be added at the entry driveways. He asked if a fence was being proposed around the site and Mr. Krogstad replied that a solid wood fence is located along the south and west property line, and some of the existing trees located near the fence would be saved. He added that in going through the Plan Commission process, a revision was made this morning to Building 1, which is that 1 of the 2 proposed retaining walls has been eliminated. Commissioner Fasolo also asked if any sustainable features are being proposed, and Mr. Cox replied that current energy codes were being met.

Chair Eckhardt supported the petitioner's idea of using 2 color schemes throughout the development, as well as Commissioner Kingsley's comments about using the same color scheme for Buildings 1 & 3, and Commissioner Fitzgerald's suggestion to tone down the color of the garage doors. He asked if the buildings have fire walls that go through the roofline and Mr. Cox replied that they do not. Chair Eckhardt also supported a mortar color to match the brick color, similar to what is shown in the rendering, and that the bay windows on the side elevations be standard. He could not see much of a difference between the 2 samples of bricks, as opposed to the brick colors shown in the rendering. The petitioner agreed and stated that the brick samples show only a small amount of the overall brick color, and the rendering colors could be slightly off from printing. Chair Eckhardt was concerned that the proposed brick colors did not have enough contrast. Commissioner Kingsley commented that the 'dark' brick color did not look dark enough and appeared to have a white wash on it; and the 'red' brick color has 2 inclusions, which usually means there will be some dark and some light brick that is not seen in the sample.

The petitioner presented an exhibit showing the proposed layout of the two color schemes for each of the buildings on the site, which the commissioners were not opposed to.

Chair Eckhardt asked the commissioners to comment on the issue of the brick colors. Commissioner Fasolo liked the brick colors on the small sample board, but he did not like the brick colors of the larger samples. He was in favor of brick colors similar to the small samples. Commissioner Kubow was less concerned about the brick and more concerned about the 2 siding colors that were too similar. Commissioner Fitzgerald was okay with the brick colors as proposed, and if the colors changed, he was okay with the change being approved by Staff. He agreed that the 2 siding colors were too similar; however, he was extremely intrigued with the suggestion to use both colors on one building as suggested by Commissioner Fasolo. Commissioner Kingsley liked the brick colors on the small sample board better than the large samples, and also felt that the 2 siding colors were too close. She preferred that there be 2 different siding colors on one facade, especially on the rear facades, and felt the garage doors should match the siding color. She also asked for clarification on the window color, and Mr. Hautzinger replied that the petitioner's material list indicates white windows; however, the rendering is showing a taupe color for the windows. Commissioner Kingsley liked the darker window color shown in the rendering, and strongly felt that the trim color should not be white.

Mr. Cox summarized that the commissioners want to see a mortar color that is complimentary to each brick color; more separation between the 2 field siding colors and an additional accent color for the siding; tone down the garage

door color by relating it to the field siding color; and make the bay windows standard on the sides of the 3-story buildings. He stated that they prefer not to mix the 2 color schemes within the same building, but they should stay with the 2 separate color schemes for the buildings to be applied as shown in the exhibit presented earlier. With regards to the window and trim color, it is their intent that the windows be very close in color to the trim color, which will be '30° White'. Commissioner Kingsley felt the white color was very bright, and Chair Eckhardt agreed that the bright white color did not look good with the rest of the colors.

Chair Eckhardt asked that the motion call attention to the following:

1. The bay windows on the side of the 3-story buildings be provided as a standard and not an option.
2. Add specialty paving at the key areas such as the entry driveways.
3. The commissioners support the 2 color schemes being proposed, with the layout presented tonight showing the color scheme for each building.
4. More separation between the 2 siding colors, to be reviewed by Staff.
5. Preference for the 2 brick colors shown in the renderings and not the actual samples.
6. A mortar color that is complimentary to each of the brick colors.
7. The commissioners support the 2 color schemes presented.
8. Garage doors to be a color to match the siding color, not a bright color such as white or cream.

Mr. Krogstad said that they considered specialty paving at the entrances; however, they are concerned about long term maintenance by the homeowners association, and prefer not to add the specialty paving.

Chair Eckhardt asked if there was any public comment on the project and there was no one present in the audience.

Mr. Hautzinger asked for clarification about the comment that one of the siding colors be used for all the horizontal siding, and the specialty siding patterns have a slightly darker siding color. The petitioner clarified that they do not want to mix color schemes on the same building; however, they were not opposed to adding a siding color that is complimentary to each of the 2 field siding colors (probably a darker color), for a total of 4 siding colors.

Commissioner Fitzgerald suggested using the 2 siding colors currently being proposed with the brick and then switching the highlighted colors, still staying with 2 siding colors. Commissioner Kubow felt this would help; however, he felt the rendering was not a true representation of the actual material palette, which is making the presentation and discussion difficult. Chair Eckhardt supported the idea of having 4 siding colors, and Commissioners Kingsley and Fitzgerald agreed.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGNS FOR THE *LEXINGTON HERITAGE TOWNHOME SUBDIVISION* LOCATED AT 3216-3240 N. OLD ARLINGTON HEIGHTS ROAD. THIS APPROVAL IS BASED ON THE ARCHITECTURAL PLANS RECEIVED 9/16/16, LANDSCAPE PLANS RECEIVED 9/27/16, 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. A REQUIREMENT THAT THERE BE 4 DIFFERENT SIDING COLORS, AND THE 2 DIFFERENT BASE FIELD COLORS BE REVISED TO HAVE SLIGHTLY MORE CONTRAST, AND IN THE SPECIALTY ACCENT SIDING FIELDS THERE WILL BE AN ACCENT SIDING COLOR.
2. A REQUIREMENT THAT THE GARAGE DOORS MATCH THE FIELD COLOR OF THE SIDING WITH THE COLOR SCHEME OF THAT BUILDING.
3. A RECOMMENDATION TO REVISE THE DESIGN OF THE GARAGE DOORS, TO BE REVIEWED BY STAFF.

4. A REQUIREMENT THAT THE APPLICATIONS OF THE COLOR SCHEMES FOR EACH BUILDING BE CONSISTENT WITH THE LAYOUT EXHIBIT SUBMITTED TONIGHT.
5. A REQUIREMENT THAT THE BAY WINDOWS ON THE SIDES OF THE 3-STORY BUILDINGS BE STANDARD, AND THAT THE BAYS BE THE ACCENT SIDING COLOR.
6. A REQUIREMENT THAT THE DEVELOPMENT IDENTIFICATION SIGN BE REVISED TO COMPLY WITH CODE AND BE LOCATED AT THE END OF THE ENTRY DRIVE.
7. A REQUIREMENT THAT SPECIALTY PAVING BE ADDED AT THE ENTRY DRIVES.
8. A REQUIREMENT THAT THE MORTAR COLOR MATCH EACH OF THE BRICK COLORS.
9. A REQUIREMENT THAT THE WINDOWS MATCH THE TRIM COLOR AS CLOSELY AS POSSIBLE, WITH A RECOMMENDATION THAT IT NOT BE BRIGHT WHITE.
10. THAT THE INTERNAL ROADWAY LIGHTING BE SUBMITTED FOR REVIEW BEFORE APPROVAL.
11. 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, 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 RESPONSIBILITY 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.
12. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

Mr. Benach explained why they felt the corner of the site was a more natural place for signage, including that Country Lane is not a through street. Mr. Krogstad added that the entry sign was originally proposed at the Old Arlington Heights Road entrance to the site; however, it felt awkward to be in the front yard of one of the units and conflicted with utilities. Locating signage at the corner of the site would help identify the development when coming from the north. Mr. Hautzinger stated that code allows a ground sign at each of the entry drives per street; it is not allowed at the corner as shown. Chair Eckhardt explained that sign variations are reviewed by the Design Commission. Commissioner Kingsley suggested changing the motion to include a recommendation that signage meet code, leaving it up to the petitioner to decide whether to seek a variation for Design Commission review and Village Board approval.

Chair Eckhardt said that he did not support a variation for the entry sign to be located at the corner as shown tonight and explained how it would set a precedent for similar developments where this has not been allowed. Mr. Hautzinger clarified that code did not require there to be 2 ground signs, and a hardship would need to be demonstrated as part of a sign variation request. Mr. Benach said that he was not opposed to code compliant ground signs.

The petitioner submitted cut sheets for the exterior lighting. Commissioner Kingsley stated that the lighting should be dark sky compliant, and she preferred a more modern fixture less detailed than proposed, to be reviewed by Staff. She also suggested changing the requirement to add specialty paving to a recommendation.

Commissioner Kubow agreed with Commissioner Kingsley's comments about the lighting. He also understood the petitioner's thoughts on going with a traditional paving instead of stamped concrete or a paver because of maintenance issues for the homeowners; he was okay with it being a recommendation. Commissioner Fitzgerald agreed with the comments about the lighting; however, he felt the specialty paving should be a requirement. Commissioner Fasolo agreed with the lighting comments as well, and felt that specialty paving at the entries should be requirement because if done correctly, it should not be a maintenance issue.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER FITZGERALD, TO AMEND THE MOTION AS FOLLOWS:

13. A REQUIREMENT THAT THE INTERNAL ROADWAY LIGHTING BE DARK SKY COMPLIANT, WITH A RECOMMENDATION THAT THE LIGHT DESIGN BE MORE MODERN AND LESS TRADITIONAL, TO BE REVIEWED BY STAFF.

Staff reviewed the motion for clarification about the window and trim colors, and to confirm the requirements versus recommendations.

KINGSLEY, AYE; KUBOW, AYE; FASOLO, AYE; FITZGERALD, AYE; ECKHARDT, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

REPORT TO THE HOUSING COMMISSION

To: Housing Commission
Prepared By: Nora Boyer, Housing Planner
Meeting Date: September 6, 2016
Date Prepared: August 30, 2016
Project Title: Lexington Heritage Rowhomes
Address: 3216-3240 N. Old Arlington Heights Rd.

BACKGROUND INFORMATION

Petitioner: Bill Rotolo, Lexington Homes
Address: 1731 North Marcey Street, Suite 200,
Chicago, IL 60614

BACKGROUND

The subject site consists of five land parcels that have a combined area of approximately 4.59 acres (200,000 square feet). At this time, four of the five lots are developed with single family homes, while the fifth lot is vacant. The underlying zoning classification is M-1, Research, Development and Manufacturing and the property has direct frontage along Country Lane to the north and Old Arlington Heights Road to the east. The proposed action, if approved, would allow the Petitioner to demolish the existing structures and construct nine, two-story rowhomes buildings that have a total of 49 attached row home units.

MULTI-FAMILY AFFORDABLE HOUSING TOOLKIT

The Village's *Multi-Family Affordable Housing Toolkit* calls for affordable units to be included in developments at the following rates:

Number of Units in the Development	Percentage to be Affordable
5 or fewer	0%
6 – 25	10%
26 or more	15%

For any affordable units not provided, a fee-in-lieu may be paid into to Arlington Heights Affordable Housing Trust Fund in the amount of \$75,000 per affordable unit not provided.

Therefore, the Toolkit calls for the following with respect to this 49-unit development:

- 8 affordable units (15% of the total) or
- \$75,000 for each affordable unit not provided. If none are provided the fee is \$600,000 ($\$75,000 \times 8 = \$600,000$)

LEXINGTON HERITAGE RESPONSE TO THE MULTI-FAMILY AFFORDABLE HOUSING POLICY

In June 2016, Lexington Homes submitted the attached *Project Review and Affordable Housing Analysis for Lexington Heritage Project in Arlington Heights, Illinois*. Lexington Homes requested a meeting with Village staff, and on August 30, 2016 proposed:

- Paying a fee-in-lieu of providing 8 affordable units of \$73,500
- This calculates as \$9,187.50 per each of the 8 affordable units not provided or \$1,500 per unit spread across all 49 units. (See attached email of August 30 2016).

ANALYSIS:

When drafting the *Multi-Family Affordable Housing Toolkit*, it was expected that affordable housing contributions would be made in conjunction with zoning actions that would support the creation of the affordable units. Initially, the fee-in-lieu of providing affordable units was \$100,000 per unit. In March 2014, the Housing Commission recommended reducing the fee-in-lieu to \$75,000 per unit in light of market conditions (See attached Staff Report dated September 9, 2013 and Housing Commission minutes dated March 12, 2014).

This fee level was determined to be comparable to other affordable housing programs of this type in the Chicago area. Nationally, these fees are based on either the difference in price between market rate and affordable units or the amount that it would take to produce an affordable unit. \$75,000 would not be sufficient to build or acquire a unit. Since the recession, there have been 2 development proposals to which the guidelines in the *Toolkit* have applied. These projects are Parkview Apartments and 13 E. Miner, both of which complied with the guidelines with respect to the number of units required by the *Toolkit* (7 units in the case of Parkview and 1 unit in the case of 13 E. Miner).

The Village has applied its affordable housing policy to developments of various types (i.e. multi-story condominium buildings and townhomes) in various locations. This project most closely resembles the Arbor Lane Townhomes project approved immediately after the recession in a still suspect economy.

In the analysis provided by the developer, it is stated that the Village already meets the minimum State standard of having a minimum of 10% of its housing stock as affordable. This project would add housing units to the Village's housing stock that do not meet the State's affordability standards. Therefore, as a minimum, at least 10% of the units in the development should be affordable so that the project is not detrimental to the Village's ability to retain an affordability level above the State minimum requirement of 10%.

OPTIONS

Based on the developer's response and the Village's affordable housing goals, the following options have been developed by staff for consideration by the Housing Commission:

Option 1: In accordance with the *Toolkit*, require 8 affordable units in this development or a payment in-lieu of not providing the 8 affordable units at a rate of \$75,000 per affordable unit not provided or a combination of units and fees per unit (8 affordable units x \$75,000 = \$600,000).

Option 2: Require 8 affordable units or a fee of \$16,000 per affordable unit not provided in the development which is consistent with the fee approved in 2012 (adjusted for inflation) with respect to the Arbor Lane Townhomes development (see attached “Chart of Multi-Family Affordable Housing Policy Projects”) for a total fee-in-lieu amount of \$128,000 (i.e. 8 units x \$16,000 per affordable unit = \$128,000 or \$2,612 per unit when spread across all 49 units).

Option 3: Require 5 affordable housing units, which is 10% of the total units in the development and is consistent with the minimum State affordability requirement, or a fee-in-lieu of \$75,000 for each of 5 affordable units not provided, which would total of \$375,000 (10% of 49 units = 5 affordable units x \$75,000 = \$375,000 or \$7,653/unit when spread across all 49 units).

Option 4: Require the fee-in-lieu payment being proposed by the developer of \$1,500 per unit in the development for a total of \$73,500 (49 units x \$1,500 per unit = \$73,500) which equates to \$9,187 per affordable unit not provided (8 units x \$9,187 = \$73,500).

RECOMMENDATION

It is recommended that the Housing Commission adhere to the recently amended *Multi-Family Affordable Housing Toolkit* requirement in Option 1. However, if the Housing Commission feels that further adjustments are warranted for this project, Option 3 is recommended.

Attachments:

1. 8-30-16 email from Bill Rotolo – Lexington-Heritage response to affordable housing policy
2. *Project Review and Affordable Housing Analysis for Lexington Heritage Project in Arlington Heights, Illinois Arbor Lane*, June 2016
3. Staff Report to the Housing Commission 9-9-13
4. Housing Commission minutes 3-12-14
5. Chart of Multi Family Affordable Housing Policy Projects

c: Bill Rotolo, petitioner
Charles Witherington-Perkins, Director of Planning and Community Development
Bill Enright, Deputy Director of Planning and Community Development
Sam Hubbard, Development Planner

APPROVED

MINUTES OF A MEETING OF THE ARLINGTON HEIGHTS HOUSING COMMISSION HELD AT ARLINGTON HEIGHTS VILLAGE HALL VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS SEPTEMBER 6, 2016

IN ATTENDANCE:

Commissioners

Present: Mark Hellner Namrita Nelson
Will Delea Anisa Jordan

Commissioners

Absent: Karen Conway Alex Hageli

Petitioner Bill Rotolo, Lexington Homes

Staff Present: Nora Boyer, Housing Planner/Staff Liaison

I. CALL TO ORDER/PLEDGE OF ALLEGIANCE

The meeting was called to order at 7:00 p.m. and the Pledge of Allegiance was recited.

II. ROLL CALL

Commissioners Hellner, Nelson, Jordan, and Delea were present.

III. APPROVAL OF MINUTES

A motion was made by Commissioner Nelson, seconded by Commissioner Hellner, to approve the minutes of the April 12, 2016 meeting. The motion carried unanimously.

IV. REPORTS - None

V. NEW BUSINESS

A. LEXINGTON-HERITAGE DEVELOPMENT RESPONSE TO AFFORDABLE HOUSING POLICY

Mr. Bill Rotolo was present to represent Lexington Homes which is proposing to build a 49-unit townhome development at 3216-3240 N. Old Arlington Heights Rd. Mr. Rotolo described the proposed development. He also discussed other Lexington Homes developments and how Lexington Homes has responded to affordable housing requirements in the City of Chicago.

Mr. Rotolo described the price points and the expected market populations for the proposed 2-story, front-loaded townhomes (starting at \$330,000 and attractive to 30-40 year old, dual income, no children households) and 3-story, rear loaded townhomes (starting at \$400,000, attractive to age 45+, empty nester

households) proposed for the Lexington-Heritage development.

According to the Village's affordable housing policies, at 49 total units, Lexington – Heritage is required to have 8 affordable units (15% of the total number of units) or pay a fee-in-lieu of \$75,000 per affordable unit not provided. Mr. Rotolo stated that it is not economically feasible to include affordable units on-site due to the costs associated with the project (land cost, construction materials, etc.). He stated that the expected profit from the project is \$900,000 and paying \$75,000 for each of the 8 affordable units not provided would make the project not worth doing.

Mr. Rotolo stated that of the developments in Arlington Heights that have made affordable housing contributions thus far, the Lexington-Heritage development is most like the Arbor Lane development where the developer paid a fee-in-lieu of affordable units of approximately \$2,050 per unit in the development (which was approximately \$16,000 for each of the 2 affordable units not provided in the development).

Ms. Boyer reviewed the Staff Report to the Housing Commission and there was a discussion of the affordable housing contributions required of Arlington Downs and Arbor Lane. The Staff Report presented 4 options with respect to affordable housing requirements for the Lexington-Heritage project.

In their proposal of August 30, 2016, Lexington Homes said that they are willing to provide an affordable housing fee-in-lieu amount of \$1,500 per unit in the proposed development (49 units x \$1,500 = \$73,500).

There was a discussion among the members of the Housing Commission about precedent. Commissioner Jordan stated that the amount of the fee-in-lieu for not providing affordable units of \$75,000 per unit was carefully considered by the Housing Commission and she was of the opinion that the Housing Commission should stand by that amount. She was concerned about the precedent being set when the Housing Commission did not recommend fees at the amount in the policy. Other members of the Housing Commission were willing to consider fee-in-lieu payments lower than in the policy, depending upon the unique circumstances of projects, but were concerned about precedent being set developments being required to make lower and lower contributions.

Mr. Rotolo stated that he was authorized to match the affordable housing fee that was required for the Arbor Land development of \$2,050 per unit in the development. This would result in a fee of \$100,450 (49 units x \$2,050 each = \$100,450). There was further discussion with Chairman Hellner stating that the Arbor Lane project was developed during a weaker housing market and in an inferior location compared to the Lexington-Heritage location, and a higher fee is justifiable for Lexington-Heritage. At the conclusion of the discussion, the following motion was made:

A motion was made by Chairman Hellner, seconded by Commissioner Nelson to recommend to the Village Board that the affordable housing contribution required for the Lexington-Heritage project be \$2,500 per unit in the development, which is equivalent to \$15,312.50 for each of the 8 affordable units not provided, for a total of \$122,500 with the comment that any amount lower would set an adverse precedent. The motion was approve with 3 yes votes (Hellner, Nelson, and Delea) and 1 no vote (Jordan).

Commissioner Jordan stated that the basis for her no vote was her opinion that the \$75,000 fee-in-lieu amount should be required since it is the Village's policy and that any lesser amount sets an adverse precedent.

Mr. Rotolo stated that he would need to return to Lexington-Homes with the information about the Housing Commission's recommendations to see if Lexington Homes will agree to the amount required in the motion. He commented that affordable units are financially difficult to include in new-construction developments and that the Village may wish to consider addressing its affordable housing needs through existing housing. He said that City of Chicago uses TIF financing to make affordable units possible in new construction. Chairman Hellner stated that the Village has a variety of affordable housing programs and continues to look for additional ways to address affordable housing needs (ex. down payment assistance program).

B. Group Home and Transitional Housing Program

Ms. Boyer pointed out that the three proposals for group home renovations for the 2016-2017 Group Home and Transitional Housing Program were included in the meeting packet.

The applications are:

Clearbrook – \$8,000 toward a driveway replacement at a group home

Little City Foundation - \$16,223 toward electrical work (ceiling lighting) at one group home and new kitchen flooring in a second group home

Glenkirk - \$33,200 toward a kitchen renovation and sensory room in group home.

Since the Clearbrook request was limited to a single, straight-forward repair (new driveway), the members of the Housing Commission were prepared to act on the grant application with the following motion:

A motion was made by Commissioner Nelson, seconded by Commissioner Jordan to approve Clearbrook's \$8,000 grant request for a new driveway at the group home specified in the 2016-2017 grant application. The motion was approved with 3 yes votes (Nelson, Jordan, and Delea). Chairman Hellner recused himself from the discussion and voting.

The members of the Housing Commission requested that Little City Foundation and Glenkirk be asked to provide photographs of the locations where the work is proposed to be done and a minimum of 2 (but preferably 3) bids for the work. This information is requested for the Housing Commission's review at their next meeting.

C. Changes to the Rent and Housing Assistance Program (RHAP)

Ms. Boyer explained that the RHAP program has a cooperative program of the Village and Northwest Compass for many years. The Village's Human Services Coordinator and Northwest Compass would discuss the circumstances of residents in need of one-time, temporary housing assistance. Northwest Compass would provide related services such as budget counseling. In the past, Northwest Compass provided matching funds for the grant funds included in the Housing Commission's budget for this program. However, NW Compass informed the Village that it will no longer be able to provide matching funds. Village staff is recommending that the RHAP program be operated internally by Village rather than making the funds available to be administered by NW Compass. The lack of matching funds removes much of the incentive to have NW Compass involved in selecting the beneficiaries of the funds, and staff finds that the Village will have better control of the funds by administering the program directly. The Human Services Coordinator administers other sources of funds for emergency needs of residents including the "Emergency Assistance Fund" which is funded by the Village and proceeds from fundraising by Arlington Cares (a non-

profit organization).

A motion was made by Commissioner Delea, seconded by Commissioner Jordan, to approve the transfer of the administration of the Rent and Housing Assistance Program (RHAP) from NW Compass to the Village through the Health Department. The motion carried unanimously.

The Housing Commission asked that the Health Department provide periodic reports summarizing the use of the RHAP funds. They also stressed that the funds should be used in ways that make them go as far as possible and benefit as many residents as possible.

D. 2017 Housing Commission Budget

A motion was made by Commissioner Jordan, seconded by Commissioner Nelson, to request the following in the Housing Commission's 2017 General Fund Budget: Postage \$100; Photocopying \$100; Publications \$600; Other supplies \$500; and Rent and Housing Assistance Program \$14,700. The motion carried unanimously.

VI. OLD BUSINESS

A. Group Home and Transitional Housing Program Update

Ms. Boyer reported that Clearbrook's re-roofing of their group home was completed. The Glenkirk renovation of a kitchen and Little City Foundation's pass-through between the kitchen and living room may run over the grant agreement deadline of September 30, 2016. Planning Department staff plans to provide extensions to the grant agreements with Glenkirk and Little City Foundation the work is not completed by September 30th.

B. Single Family Rehabilitation Program

Ms. Boyer provided an update of the active cases. Staff approved a new roof for case 16-01. Staff approval is permitted for projects under \$10,000, and this project is expected to cost \$3,825. and its terms.

VII. OTHER BUSINESS - None.

VII. ADJOURNMENT

A motion was made by Commissioner Jordan, seconded by Commissioner Nelson, to adjourn the meeting. The meeting adjourned at 9:05 pm.

NEXT MEETING: Tuesday, October 4, 2016 7:00 pm



Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building Services Department

Subject: Preliminary Plat of Subdivision, Preliminary PUD, Rezoning from M-1 to R-6, Repeal of Ordinance 92-059 and 92-060 relative to the Old Arlington Heights Road Overlay Zone, Comprehensive Plan Amendment

PC#: 16-021 - Round 1

Date: August 30, 2016

Sam:

I have reviewed the documents submitted for the above referenced project and offer the following comments:

1. Design of the townhome project shall conform to the 2009 International Residential Code and local amendments as found in Chapters 23, 24, 25 and 27 of the Arlington Heights Municipal Code. Refer to Village website for specific amendments.
2. Each residence shall be protected by a fire sprinkler system per R313.1. Design shall follow NFPA 13D.
3. Each residence shall be provided with 2 means of egress. Utilizing the garage man door as a means of egress is prohibited.

RECEIVED

AUG 30 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Building Services Department
Fire Safety Division**

33 S. Arlington Heights Rd., Arlington Heights, IL 60005
(847) 368-5560 · FAX (847) 368-5975 · www.vah.com
email: firesafety@vah.com

Date August 25, 2016 P. C. Number PC# 16-021 Round 1

Project Name Lexington Heritage

Project Location 3216 – 3234 N Old Arlington Heights Rd.

Planning Department Contact Sam Hubbard

General Comments

1. All new construction shall comply with current adopted codes.
2. Fire apparatus roads shall be provided with a cul-de-sac for turning around all fire apparatus. Local Amendment. Dead ends are not permitted.
3. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction. IFC 507.1
4. Will the water system be public or private? If private, fire service mains and appurtenances shall be installed in accordance with NFPA 24. IFC 507.2.1
5. The fire code official shall be notified prior to the water supply test. Water supply tests shall be witnessed by the fire code official or approved documentation of the test shall be provided prior to final approval of the water supply system. IFC 507.4
6. Fire hydrants shall be installed on the distribution system near every street intersection. Intermediate fire hydrants shall be spaced so that the interval between hydrants is approximately 300 feet. Hydrants and hydrant installation shall comply with detailed specifications on file with the Director of Engineering.
7. Hydrant and valve spacing and installation on private property shall substantially comply with the standards established for the municipal water works system subject to review and modification by appropriate Village departments.

**NOTE: THIS REVIEW IS CONCEPTUAL ONLY AND SUBJECT TO
DETAILED PLAN REVIEW**

Date: August 25, 2016 Reviewed By: 

Memorandum

To: Sam Hubbard, Planning and Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: September 09, 2016
Subject: 3216-3234 N. Old Arlington Heights Rd., P.C. #16-021, round 1

With regard to the proposed preliminary plat of subdivision, I have the following comment:

- 1) All sanitary manholes are referenced as Sanitary MH1, please sequence them for future reference.
- 2) Please provide a photo-metric plan.
- 3) The road ends are not cul-de-sac, if cul-de-sacs are configured as the result of review, water mains must be extended to the end of each cul-de-sac.
- 4) Provide pipe material and diameter information for all segments of water, sanitary and storm water piping.
- 5) Provide inverts for all storm water structures.
- 6) Provide sanitary, storm and water main inverts for all utility crossings.
- 7) Valve vault 1 & 2 will need to be meter vaults with compound water meters in them. The Village can provide a diagram of configuration.
- 8) Connections to existing water mains at Valve Vaults 1 & 2 must be pressure connections.
- 9) Provide details (for review) of the proposed connections to the Village storm and sanitary sewers.

- 10) Provide a detail outlining the water and sewer connections to all proposed buildings with water shut-off locations.
- 11) Provide details how storm vault is accessed for maintenance. Additional clean outs may be needed.
- 12) Blind connections to storm sewer on Old Arlington Heights Road not approved without further detail.
- 13) Truncated domes and handicapped ramps required at all roadway intersections.
- 14) Provide planting proposal for Old Arlington Heights Road and Country lane.
- 15) 3' minimum patches required for all curb and gutter replacements.
- 16) Provide turn around at dead end for south parking on most southern roadway.
- 17) Private stairs adjacent to public sidewalk must have an adequate landing prior to intersection and railing may not interfere with walk.

Thank you for the opportunity to comment on this permit.

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-021
 Petitioner: Lexington Heritage LLC
 Owner: _____
 Contact Person: Bill Rotolo
 Address: 1731 N Marcey Street, Suite 200
Chicago, IL 60614
 Phone #: 847-875-8289
 Fax #: 773-360-0301
 E-Mail: brotolo@lexingtonchicago.com

P.I.N.# _____
 Location: SWX Old Arlington Heights Rd./Country Ln.
 Rezoning: ☒ Current: M-1 Proposed: R-6
 Subdivision: ☒
 # of Lots: _____ Current: 5 Proposed: 49
 PUD: ☒ For: 49 Townhomes
 Special Use: ☒ For: PUD
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: S.F. and Vacant
 Proposed: Townhomes
 Site Gross Area: 4.59 Acres
 # of Units Total: 49 (10- 2BR / 39-3BR) estimated
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ ☒ _____Sanitary Sewer _____ ☒ _____Storm Sewer _____ ☒ _____

b. Surface Improvement

Pavement _____ ☒ _____Curb & Gutter _____ ☒ _____Sidewalks _____ ☒ _____Street Lighting _____ ☒ _____

c. Easements

Utility & Drainage _____ ☒ _____Access _____ ☒ _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC ☒ _____b. IDOT ☒ _____

c. ARMY CORP _____

d. IEPA ☒ _____

e. CCHD _____

3. R.O.W. DEDICATIONS? _____

4. SITE PLAN ACCEPTABLE? _____

5. PRELIMINARY PLAT ACCEPTABLE? _____

6. TRAFFIC STUDY ACCEPTABLE? _____

7. STORM WATER DETENTION REQUIRED? _____

8. CONTRIBUTION ORDINANCE EXISTING? _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? ...

10. WETLAND EXISTING? _____

YES NO COMMENTS

_____ ☒ __________ ☒ __________ ☒ __________ ☒ __________ ☒ __________ ☒ __________ ☒ __________ ☒ _____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: HAEGER ENGINEERINGDATE OF PLANS: 7-15-16

James J. Marshall BY MLP. 8-30-16
 Director Date

PLAN COMMISSION PC #16-021
Lexington Heritage
3216-3234 N. Old Arlington Heights Road
Preliminary Plat of Subdivision, Prelim PUD, Re-Zone
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 the sanitary sewer main extension, the widening of Old Arlington Heights Road including curb and gutter to match the cross section to the north, street lighting and sidewalks along Old Arlington Heights Road and along Country Lane. 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 the Engineering Department 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 vault will be a private system and as such will not be the Village's responsibility to maintain. Provide calculation s for sizing the weir. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval.

16. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Include exhibit and narrative regarding the offsite flow area as trade-off for unrestricted flow from the site. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. Clearly show the overflow route for the site. 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.
17. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. The light fixtures should include optics to provide Night Sky Compliant illumination.
18. The exhibit showing the turning path of the Fire Departments responding vehicle is acceptable; however, the layout of the roads includes dead ends. If the layout requires revisions, the exhibit must also be revised.
19. The heavy duty pavement cross section through the site is acceptable. The cross section of the pavement widening on Old Arlington Heights Road will be subject to IDOT review and approval.
20. MWRD permit is required. IEPA Sanitary permit required for the extension of the public sanitary sewer main. The only public sanitary sewer main will be that which is located within the public easement along the west property line. The rest of the sanitary system will be considered private.
21. IEPA Water permit required for the construction of the water main. The water main throughout the site shall be considered privately owned and maintained. Master meters shall be included at the ROW lines. See the attachment for meter vault details. Show the vault to scale on the plans.
22. IDOT permit required for all work within the Old Arlington Heights Road ROW, including the drainage connections. Detention vault placement from ROW line must follow IDOT guidelines.
23. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
24. Page 3 Geometry: Run the street mainline curb through the driveways on both Country Lane and Old Arlington Heights Road to clearly identify them as driveways, not side streets.
25. Page 3 Geometry: Sidewalk across the driveways to be 8" thick concrete. Curb shall stop at the sidewalk and not run through the sidewalk. Include ADA panels for the sidewalk at the driveways and at the corner of Old Arlington Heights Road and Country Lane.

Traffic:

26. The traffic report indicates that the Old Arlington Heights Road driveway is to be striped for a 3-lane cross-section. Any striping for this type of cross-section must be provided in advance of the stop sign, or painted stop bar. Provide a revised geometric plan. Include all proposed signing and striping.
27. The three parking stalls at the west end of the east-west private roadway are not geometrically convenient for safely backing out without backing up into someone's driveway. Reconsider or reconfigure.
28. Show sight distance triangle to ensure entrance monument signage and landscaping does not block intersection sight distance.

29. The ultimate lane configuration of Old Arlington Heights Road shall be determined in joint cooperation between IDOT, the Village of Arlington Heights, and the Village of Buffalo Grove.

Preliminary Plat of Subdivision:

30. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. Items #1-3 and 5-13 are complete. Item #4: Tie the subdivision to existing Section lines.
31. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #21, Township High School District #214, Harper Community College District #512. Add the utility signature blocks and the ComEd easement provisions.

 8-30-16
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

Onsite Utility Maintenance Agreement (4 pages)
Preliminary Plat of Subdivision Checklist (1 page)
Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)
ComEd Easement Provisions (1 page)
VAH Water Meter Vault Detail (1 page)



ONSITE UTILITY MAINTENANCE AGREEMENT

WHEREAS, _____, an (LLC? Corporation?), or its affiliates, ("RESPONSIBLE ENTITY") is the legal title holder of the following described real estate commonly referred to as _____ (*address*), Arlington Heights, Illinois, 6000_, containing _____ acres, more or less, situated in the Village of Arlington Heights, Illinois and legally described as follows: (the "PROPERTY"):

**** Insert legal description, or attach as Exhibit A ****

PIN Numbers:

WHEREAS, _____ (*print name*), ("OWNER") desires to develop the PROPERTY; and

WHEREAS, it is necessary to service said parcel with sanitary sewers, storm sewers and stormwater management facilities, domestic water mains; and

WHEREAS, the sanitary sewers, storm sewers and stormwater management facilities, and domestic water mains servicing the property are not located within public rights-of-way or dedicated easements; and

WHEREAS, the Village of Arlington Heights ("VILLAGE") does not maintain sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains on privately owned property; therefore

1. It is hereby AGREED by the RESPONSIBLE ENTITY, its successors and assigns that at no expense to the VILLAGE, the RESPONSIBLE ENTITY, its successors and assigns shall:

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by _____ (Engineering Firm) dated _____, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain all water mains and appurtenances located upon said premises from the master meter vaults.
- c. Maintain all storm sewers and appurtenances, including detention/retention basins, located upon said premises.
- d. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- e. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

2. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the sanitary sewers or domestic water mains in accordance with the requirements of the VILLAGE, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

3. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the aforementioned storm sewers and stormwater management facilities in accordance with the requirements of the VILLAGE, or should they allow a public nuisance to exist, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

4. It is further AGREED that the RESPONSIBLE ENTITY shall save the VILLAGE harmless from any and all claims for damages resulting from the VILLAGE interrupting service to the property due to the failure of the RESPONSIBLE ENTITY to perpetually maintain the systems as described above and any other claims or damages arising out of this Agreement and the ownership of the facilities described herein.

5. This Agreement shall be binding between all successors and assigns and shall be a covenant running with the land as here and before legally described.

6. This Agreement shall be recorded in Cook County, Illinois.

This Agreement is entered into the _____ day of _____, 20____.

For: _____

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ personally known to me to be the same person whose name is subscribed on the foregoing instrument appeared before me this day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their free and voluntary act, and as the voluntary act of

_____, an (LLC? Corporation?), for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State
aforesaid, CERTIFY that _____ personally known to me to
be the same person whose name is subscribed on the foregoing instrument appeared before
me this day in person and acknowledged that (s)he signed, sealed, and delivered said
instrument as their free and voluntary act, and as the voluntary act of the **Village of Arlington
Heights, an Illinois municipal corporation**, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public

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. *Reference section lines*
- ☒ 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 Director of Engineering
_____ "

- ☐ 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.

(SURVEYOR'S SEAL) Signature
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

Mr. Frank Gautier
Comcast Cable
688 Industrial Drive
Elmhurst, IL 60125

630/600-6348
frank_gautier@comcast.com

Alternate: Martha Gieras 630/600-6352
Martha_gieras@comcast.net

Ms. Mark Cozzi
ComEd
Three Lincoln Center – 4th Floor
Oakbrook Terrace, IL 60181

630/576-6530
Mark.Cozzi@ComEd.com

Ms. Kim Augustine
NICOR Gas
300 W. Terra Cotta Avenue
Crystal Lake, IL 60014

630/338-2976
kaugust@aglresources.com

Ms. Sue E. Manshum
ROW Engineer
Ameritech
2004 Miner, 1st Floor
Des Plaines, IL 60016

847/759-5603
sm9231@att.com

Mr. Greg Argetsinger
VPGM of Illinois
WOW Internet Cable
1674 Frontenac Road
Naperville, IL 60563-1757

630/536-3121
Tom Gebens
630/536-3153
Brian Herd
630/669-5227

Mr. Jonathan Karabowicz
IDOT Permits
201 W. Center Court
Schaumburg, IL 60196

847/705-4149

Mr. Michael Sterr, P.E.
Permit Office
Cook County Highway Department
69 West Washington Street
23rd Floor, Suite 2354
Chicago, IL 60602

312/603-1670

EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to

Commonwealth Edison Company
and
SBC Telephone Company, Grantees,

their respective licensees, successors and assigns jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E" (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E" (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

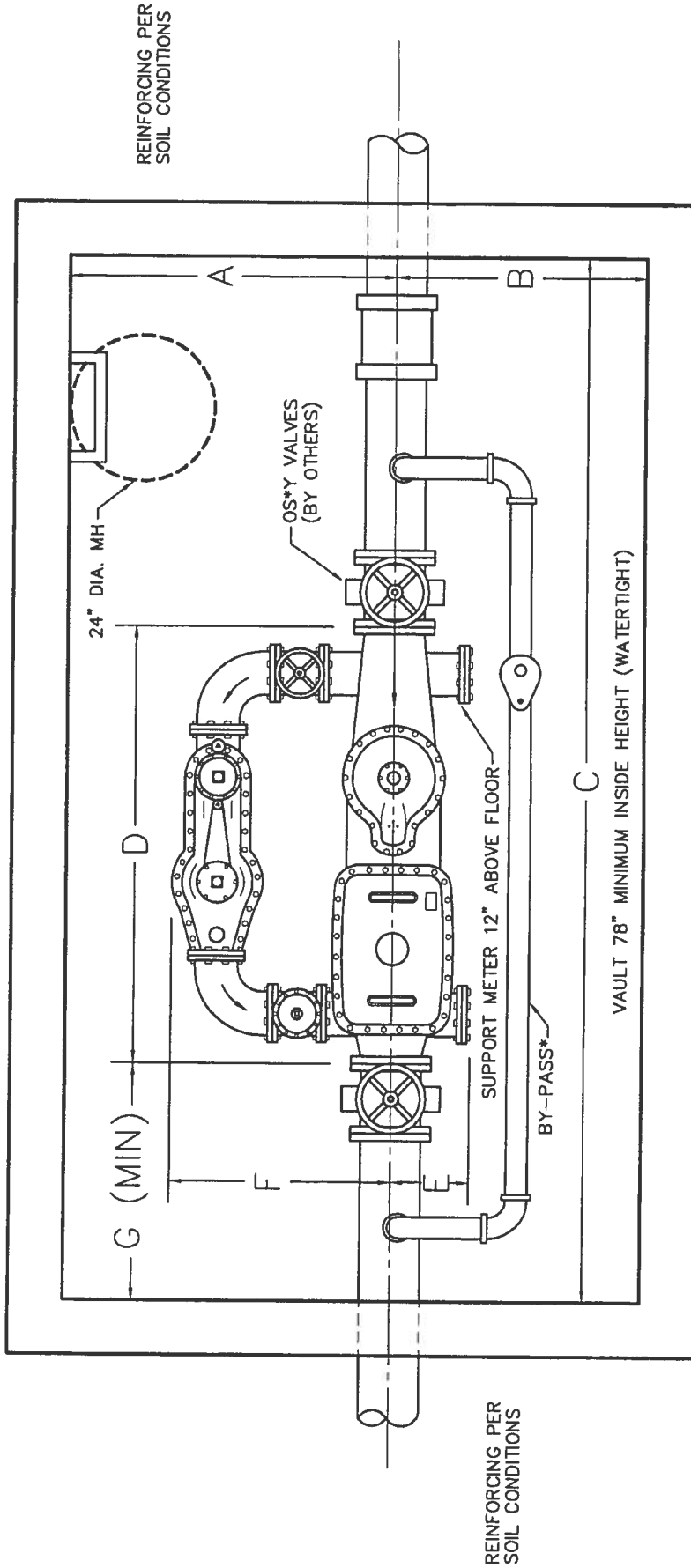
The term "Common Elements" shall have the meaning set forth for such term in the "*Condominium Property Act*", Chapter 765 ILCS 605/2(c), as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an apportionment to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking" and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.

SIZE	A"	B"	B*"	C"	D"	E"	F"	G"	G*"
4"	42	18	30	120	33	7 $\frac{1}{8}$	21 $\frac{7}{8}$	24	36
6"	48	24	36	120	45	8 $\frac{1}{4}$	26 $\frac{3}{4}$	24	42
8"	54	30	36	144	53	10 $\frac{3}{8}$	32 $\frac{7}{8}$	24	42
10"	60	36	42	180	68	13 $\frac{1}{2}$	42	30	54

* WITH
BY-PASS



* CALL V.A.H. WATER SUPT. (847-368-5800) FOR BY-PASS INFORMATION

WATER METER VAULT DETAIL

**VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PUBLIC WORKS
WATER UTILITY OPERATIONS**

Drawn By: GW3
Checked By: RBH
Date: 8/2/2007

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Lexington Heritage
3216 – 3234 N. Old Arlington Hts Rd
Round 1

Round 1 Review Comments

09/01/16

1. Character of use:

The character of use is consistent with the area and is not a concern.

2. Are lighting requirements adequate?

This is a new project and all lighting should be up to code. Special attention should be given to illuminating parking and other common areas to prevent criminal activity.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

This development will create an increase in traffic volume. The traffic study indicates a traffic increase due to this development would cause the intersection of Old Arlington Heights Rd and Dundee to receive a rating of LOS F and LOS D, which are both unfavorable. The traffic study was not completed while Buffalo Grove High School was in session, which may cause more traffic congestion at the intersection of Old Arlington Heights and Dundee Rd.

6. General comments:

Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. Emergency contact cards can be filled out at the Village of Arlington Heights website (vah.com). This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

ofc Carrie Regilio #301
Carrie Regilio, Problem Oriented Policing
Community Services Bureau

Approved by:

S. Adams #50
Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: tmorales@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL 60005
Attention: Police Administration

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-021
Petitioner: Lexington Heritage LLC

Owner: _____

Contact Person: Bill Rotolo
Address: 1731 N Marcey Street, Suite 200
Chicago, IL 60614
Phone #: 847-875-8289
Fax #: 773-360-0301
E-Mail: brotolo@lexingtonchicago.com

P.I.N.# _____
Location: SWX Old Arlington Heights Rd./Country Ln.
Rezoning: ☒ Current: M-1 Proposed: R-6
Subdivision: ☒
of Lots: _____ Current: 5 Proposed: 49
PUD: ☒ For: 49 Townhomes
Special Use: ☒ For: PUD
Land Use Variation: _____ For: _____

Land Use: _____ Current: S.F. and Vacant
Proposed: Townhomes
Site Gross Area: 4.59 Acres
of Units Total: 49 (10- 2BR / 39-3BR) estimated
1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

A recycling plan must be submitted and approved by this Department after occupancy.

Jeff Bohner 8/31/16

Environmental Health Officer

Date

James McCalister 8/31/15

tor

Direc
Date



Planning & Community Development Dept. Review

September 8, 2016

REVIEW ROUND 1

Project: 3216 – 3234 N. Old Arlington Heights Road
Lexington Heritage Townhomes

Case Number: PC 16-021

General:

7. Please provide a copy of the fully executed contracts for purchase for each of the 5 properties. Sensitive information can be redacted.
8. Please provide a Market Study that demonstrates the market is strong enough to sustain the proposed residential dwelling units.
9. The required application amount fee of \$4,795 was not paid. A check in the amount of \$2,600 was received at the time of application, leaving a remaining balance of \$2,195 due. Please provide this amount as soon as possible.
10. The elevation for the two-story townhome building did not contain a height measurement to peak of roof or to mean roof height. As setbacks for structures in the R-6 District are based in part on the height of the building, certain required setback information could not be determined. Please revise the elevations for the two-story building to include the building height (peak and mean).
11. Please provide a detailed Construction Phasing and Staging Plan. This plan needs to include, but shall not be limited to, the following information; anticipated number of construction phases, the anticipated construction start and completion of each phase, the anticipated number of construction works 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, and the location of material storage.
12. School, Park, and Library contributions will be required prior to the issuance of a building permit.

Zoning:

13. The Plan Commission and Village Board will have to approve the following:
 - A rezoning from the M-1 District into the R-6 District.
 - A preliminary plat of subdivision to divide the property into 49 individual townhome unit lots and one common lot for the roadway network.
 - A preliminary PUD to allow multiple buildings on one zoning lot.
 - An amendment to the Comprehensive Plan to change the designation of the subject property from "Research and Design, Manufacturing, and Warehouse" to "Moderate Density Multi-Family".
 - Repeal of 92-059 and 92-060 relative to the Old Arlington Heights Overlay Zone.

The following Variations have been identified relative to the **individual townhome lots**:

- a. A Variation from Chapter 28, Section 5.1-6.3 to reduce the required minimum lot size from 3,500 sq. ft. to 1,200 sq. ft. on lots 1-1, 1-6, 3-1, and 3-6.

- b. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,020 sq. ft. on lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.
- c. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,194 sq. ft. on lots 2-1 and 2-7.
- d. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 2,229 sq. ft. on lots 4-1, 4-4, 5-1, 5-4, 7-1, 7-6, 8-1, and 8-6.
- e. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,975.6 sq. ft. on lots 4-2, 4-3, 5-2, 5-3, 6-2 thru 6-4, 7-2 thru 7-5, 8-2 thru 8-5, and 9-2 thru 9-4.
- f. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum required lot size from 3,500 sq. ft. to 2,229.4 sq. ft. on lots 6-1, 6-5, 9-1, and 9-5.
- g. On the above lot size Variations it is assumed that all units will be 3 bedroom units, although if the buyer opts for a 2 bedroom unit the minimum required lot size will be less and the proposed Variation will therefore accommodate for this scenario.
- h. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from 30' to 3' for lots 1-1 thru 3-6.
- i. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from (unknown due to building height not being provided)' to 3' for lots 4-1, 4-3, 5-1, 5-3, 6-1, 6-4, 7-1, 7-2, 7-6, 8-1, 8-2, 8-6, 9-1, 9-2, and 9-5.
- j. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from (unknown due to building height not being provided)' to 5' for lots 4-2, 4-4, 5-2, 5-4, 6-2, 6-3, 6-5, 7-3 thru 7-5, 8-3 thru 8-5, 9-3, and 9-4.
- k. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.5' to 0' on lots 1-1, 1-6, 3-1, and 3-6.
- l. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.13' to 0' on lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.
- m. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.49' to 0' on lots 2-1 and 2-7.
- n. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from (unknown due to building height not being provided)' to 0' on lots 4-1, 4-4, 5-1, 5-4, 7-1, 7-6, 8-1, and 8-6.
- o. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from (unknown due to building height not being provided)' to 0' on lots 4-2, 4-3, 5-2, 5-3, 6-2 thru 6-4, 7-2 thru 7-5, 8-2 thru 8-5, and 9-2 thru 9-4.
- p. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from (unknown due to building height not being provided)' to 0' on lots 6-1, 6-5, 9-1, and 9-5.
- q. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from 35' to 4' on lots 1-1 thru 3-6.
- r. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from (unknown due to building height not being provided)' to 20' on lots 4-1, 4-3, 5-1, 5-3, 6-1, 6-4, 7-1, 7-2, 7-6, 8-1, 8-2, 8-6, 9-1, 9-2, and 9-5.
- s. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from (unknown due to building height not being provided)' to 18' on lots 4-2, 4-4, 5-2, 5-4, 6-2, 6-3, 6-5, 7-3 thru 7-5, 8-3 thru 8-5, 9-3, and 9-4.
- t. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 75.7% for Lots 1-1, 1-6, 3-1, and 3-6.
- u. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 85% on Lots 1-2, 1-5, 2-3, 2-7, 3-2, and 3-5.
- v. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 89% on Lots 1-3, 1-4, 2-2, 2-4, 2-5, 3-3, and 3-4.
- w. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 76% on Lots 2-1 and 2-7.
- x. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 60% on Lots 4-1, 5-1, 7-6, and 8-6.
- y. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 67% on Lots 4-2, 5-2, 6-2, 6-3, 7-3 thru 7-5, 8-3 thru 8-5, 9-3, and 9-4.
- z. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 67.7% on Lots 4-3, 5-3, 6-4, 7-2, 8-2, and 9-2.

- aa. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 59.4% on Lots 4-4, 5-4, 7-1, and 8-1.
- bb. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 59.8% on Lots 6-1 and 9-5.
- cc. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 59.1% on Lots 6-5 and 9-1.
- dd. A Variation from Chapter 28, Section 5.3-2 to increase the maximum allowable F.A.R. from 150% to 179.2% for Lots 1-1, 1-6, 3-1, and 3-6.
- ee. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable F.A.R. from 150% to 205% on Lots 1-2, 1-5, 2-3, 2-7, 3-2, and 3-5.
- ff. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable F.A.R. from 150% to 210.8% on Lots 1-3, 1-4, 2-2, 2-4, 2-5, 3-3, and 3-4.
- gg. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable F.A.R. from 150% to 180.1% on Lots 2-1 and 2-7.
- hh. A Variation from Chapter 28, Section 6.6-5 to allow decks on Lots 1-1 thru Lot 3-6 to be setback 0' from the rear lot line.
- ii. A Variation from Chapter 28, Section 6.6-5.1 to allow bay windows to project 2' into the required side yard on Lots 1-1, 1-6, 2-1, 2-7, 3-1, 3-6, 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-6, 8-1, 8-6, 9-1, and 9-5.

14. The "Building Envelope Lot Variation" analysis submitted in conjunction with the application requested the following variations, which need to be clarified:

- a. The letter requested a reduction in front yard setbacks to 3' for Lots 4-1 thru 9-5 (two-story townhome units). Based on the site plan, not all of the units will be 3' setback (the units have staggered front setbacks), and it appears that some of the units will be setback 5' from the front yard line (-2, 4-4, 5-2, 5-4, 6-2, 6-3, 6-5, 7-3 thru 7-5, 8-3 thru 8-5, 9-3, and 9-4). Please clarify if a 5' setback is what is proposed for these units.
- b. The letter requested a reduction in rear yard setbacks to 4' for Lots 1-1 thru 3-6 (three-story townhome units). Based on the scale of the site plan, it appears that these units will be 5' setback from the rear property line. Please clarify if a 5' rear yard setback is what is proposed for these units.
- c. As previously indicated above, the two-story townhome units are staggered, which means some of those units provide a 20' rear yard setback and some provide a 18' rear yard setback. Based on the setback provided, the required Variation is different for each unit. Please clarify if the correct units have been assigned an 18' setback vs. a 20' setback as outlined in 11r. and 11s. above.
- d. The letter requested Building Coverage and FAR Variations as differentiated between end units (exterior) and interior units. However, two different models are proposed within interior units and on end units, for example model 815 and 830 can be found on the end units and also within interior units (as opposed to all end units being model 815 and all interior units being 830). This therefore alters the building coverage and FAR based on which unit is proposed on which lot. Please clarify if the Variations as identified in 11t. thru 11gg. have been correctly assigned based on the location of each model on the subject lots.
- e. The letter requested a Variation to allow chimney encroachment into the required yard of up to 24 inches, however, no chimneys are shown on the elevations. Please clarify the need for this Variation.
- f. Please clarify if all necessary Variations have been outlined/included for each townhome lot.

15. The following Variations have been identified relative to the **overall PUD**:

- a. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from (unknown due to building height not being provided) to 33' for Townhome Buildings 8 and 9.
- b. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from (unknown due to building height not being provided) to 31' for Townhome Building 7.
- c. A Variation from Chapter 28, Section 5.1-6.9(a) to reduce the minimum spacing requirements between Townhome Buildings 8 and 9 from 50' to approx. 36.5'.
- d. A Variation from Chapter 28, Section 5.1-6.9(a) to reduce the minimum spacing requirements between Townhome Buildings 6 and 7 from 50' to approx. 44'.
- e. A Variation from Chapter 28, Section 5.1-6.10 to increase the allowable projections in outer courts from

5' to 21' for Townhome Buildings 4 thru 9.

- f. A Variation from Chapter 28, Section 11.2-11.2 to allow off-street parking spaces to be located in the front yard setback (relative to the northern most guest parking stall which is setback approximately 18' from the front yard line and required to be setback a minimum of 25').
- g. A Variation from Chapter 28, Section 6.13-3b to increase the maximum height of fences from 5' to 6' tall in the rear yard to allow board on board fences in the rear yards of the units in Townhome Buildings 4 thru 9.
- h. A Variation from Chapter 28, Section 6.13-3a to increase the maximum height of fences from 3' to 6' tall (solid) in the front yard along Country Lane as depicted on the Landscape Plan (6' tall solid fence along western and southern property lines is allowed due to adjacent zoning districts). Please note that it is recommended that this fence not encroach into the front yard and that screening be provided with landscaping instead.
- i. A Variation from Chapter 28, Section 9.3-6f(5) to allow non-parallel parking on a private roadway.

16. The "Land Use / Zoning Code / Variation Criteria" analysis submitted in conjunction with the application requested the following variations, which need to be clarified:

- a. The letter requested a reduction in the building spacing requirements between buildings 6 and 7 to allow 39' of spacing. The site plan shows a measurement indicating that these buildings will be spaced 41' apart, however, when measured with a scale this distance appears to be 44'. Please clarify the actual distance between the buildings and revise the site plan to show the correct distance.
- b. The letter requested a reduction in the building spacing requirements between buildings 8 and 9 to allow 32' of spacing. The site plan shows a measurement indicating that these buildings will be spaced 34' apart, however, when measured with a scale this distance appears to be 36.5'. Please clarify the actual distance between the buildings and revise the site plan to show the correct distance.
- c. Please clarify if all necessary Variations have been outlined/included for the overall PUD lot.

Plat of Subdivision:

17. Please revise the Plat to show the requested front and rear yard setbacks for each townhome unit.

Site Plan:

18. Please clarify if F.A.R. calculations took into account the optional bay windows for the 3-story townhome units.

19. Please clarify the need for all retaining walls proposed within the development, i.e. if the site will be cleared and graded, why are the grades not being leveled?

20. A cross section and material details for all retaining walls is required.

21. Please provide a photometric plan.

22. Please show all bay projections on Site Plan for buildings 4 thru 9.

Buildings:

23. Will any HVAC or mechanical units be located outside of the buildings or will all mechanical equipment be located within the buildings? If these elements will be located exterior to the units, please revise the site plan to show their locations.

24. Will any energy efficient/green design features be included on the buildings and site?

Landscaping:

25. The landscape plan does not match the civil plan (location of retaining walls, services walks, etc.). Please revise the landscape plan so that it matches the civil plan.

26. Landscaping will be required between all tiers of the retaining walls and at the base of the retaining walls.

Parking and Circulation:

- 27. These three non-parallel spaces appear to be 9' in width but the 9' width appears to be measured from back of curb. The required 9' width must be measured from the face of the curb. Please revise the site plan to show measurement from face of curb, which will likely reduce the width of the northern and southern parking space to 8.5'. An exception to allow 8.5' wide parking spaces is at the discretion of the Engineering Dept.
- 28. No width or length measurement is provided for the northernmost 2 guest parking stalls. Please revise the site plan to provide this measurement.
- 29. Please clarify why the parallel guest parking spaces are proposed at 22' in length when code allows a 18' length dimension for parking spaces.
- 30. Per Section 11.7 of Chapter 28, Multiple-Family developments between 10,000 – 200,000 sq. ft. must provide one off street loading space. Please clarify if a Variation from this requirement is requested.
- 31. Will Lot 10 be dedicated as an easement for shared access and shared parking? If so, this should be included on the proposed Plat of Subdivision.
- 32. Consider permeable pavers or decorative pavement for guest parking areas.

Traffic:

- 33. The traffic study must be revised so that it is based on 49 residential units rather than 52 residential units.
- 34. The traffic study must be revised so that it is based on 209 parking spaces (98 within garages) rather than 222 parking spaces (104 being within garages).
- 35. The traffic study should be revised so that it includes the current site plan as the exhibit, not the previous site plan which depicted 52 residential units.
- 36. The "Proposed Development Plan" section of the study does not highlight that the development has included the addition of a 2nd southbound travel lane to Old Arlington Heights Road. The report should identify and discuss the rationale behind the need for this additional lane.

Prepared by: SAM JUREAK

Lexington Heritage
3216-3234 N. Old Arlington Heights Road
PC 16-021
September 8, 2016

Tree Preservation

- 1) Per Chapter 28, Section 6.15-5.3 A reasonable effort shall be made to retain existing trees on the tree survey through the integration of those trees into the site and landscaping plan for a proposed development. If a reasonable integration of existing trees into the development plan is not possible, the developer may choose to mitigate the trees based on the exchange rate set forth in sections 6.15-6.4. It appears that the majority of the trees are identified for removal. Opportunities for preserving additional trees must be explored. Please include the disposition for each tree on the tree inventory.
- 2) Tree preservation must consider grading and any digging or trenching for utilities which should be identified on the preservation plan.

Landscape Issues

- 1) Provide additional landscaping along the west and south property line. Overall, the landscaping is minimal along the shared property line.
- 2) It is recommended that additional landscaping be provided along Country Lane and Old Arlington Heights Road.
- 3) In front of the proposed retaining wall, provide landscaping that consists of shrubs and perennials in order to soften/buffer the wall.
- 4) Must increase the size of the shade trees from 3 inch caliper to four inch caliper (Chapter 28, Section 6.16).
- 5) Must provide a 6 foot solid screen along the west and south property line. The plan indicates a board on board fence and the fence must be solid. The six foot fence along Country Lane does not meet code and it is recommended that landscaping be provided in place of the proposed fence along Country Lane.
- 6) The proposed ground sign and the landscaping appear to be located within the vision triangle. Per Chapter 28, No building or structure hereafter erected and no planting or other obstruction to the vision of drivers of motor vehicles or pedestrians shall be located: **6.11.1** In any "R" Districts, exceeding a height of three feet above the street grade within 12 feet of the intersecting street lines bordering corner lots and between private properties within 12 feet of walks, driveways, bike paths, and walking paths. Please evaluate the location of the proposed sign.
- 7) It is recommended that landscaping that consists of shrubs and perennials be provided near the drive aisle/entrances to the development.
- 8) A tree fee of \$4 per lineal foot of frontage is required at the time of permit along with a landscape compliance bond that is 30% of the estimated landscape costs.
- 9) All mechanical units must be fully screened

VIA UPS GROUND

October 5, 2016

Village of Arlington Heights
Attn: Sam Hubbard
33 S. Arlington Heights Road
Arlington Heights, IL 60005
(847) 368-5000

RECEIVED

OCT 07 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

RE: Pre-Submittal Review – Lexington Heritage
Response to Interoffice Memorandum
Haeger File No.: 16-003

Sam Hubbard:

Enclosed for your review and approval are the following revised plans:

- Four (4) 24x36 & (4) 11x17 sets of Preliminary Engineering Plans
- Four (4) 24x36 & (4) 11x17 sets of Preliminary PUD Plat
- Four (4) 24x36 & (4) 11x17 sets of Preliminary Plat of Subdivision
- Four (4) 24x36 & (4) 11x17 sets of Landscape & Tree Preservation Plans
- Four (4) 24x36 & (4) 11x17 sets of Architect's Elevations
- Four (4) copies of the Traffic Study
- One (1) copy of the Autoturn Exhibit
- One (1) copy of the Photometric Plan
- One (1) copy of the Market Study
- One (1) copy of the HOA Documents
- One (1) copy of the Contract Documents (fully executed)
- One (1) copy of the Building Envelop & PUD Variations
- One (1) copy of the Retaining Wall Details
- One (1) check in the amount of \$2,195

The attached plans have been revised per the comments in your second review letter dated 04/29/2016. The original review comments are shown in *italics*, with our responses immediately below in **bold text**.

Building Services Department

1. *Design of the townhome project shall conform to the 2009 International Residential Code and local amendments as found in Chapters 23, 24, 25 and 27 of the Arlington Heights Municipal Code. Refer to Village website for specific amendments.*

We have accessed the Village website and reviewed the amendments in conjunction with the 2009 IRC. The buildings drawings will be submitted to comply with both the model code and amendments.

2. *Each residence shall be protected by a fire sprinkler system per R313.1. Design shall follow NFPA 13D.*
The building drawings will be submitted to comply with the requirements of NFPA 13D.

3. *Each residence shall be provided with 2 means of egress. Utilizing the garage man door as a means of egress is prohibited.*

The two story townhomes comply with the exiting requirements via the front swinging and the rear sliding doors which exit at grade. The three story townhomes comply with the exiting requirements two means of egress as follows. The front swinging door exits at grade. The rear sliding door exits to the balcony and accesses grade via an exterior stair.



Fire Safety Division

1. *All new construction shall comply with current adopted codes.*
We have accessed the Village website and reviewed the amendments in conjunction with the 2009 IRC. The buildings drawings will be submitted to comply with both the model code and amendments.
2. *Fire apparatus roads shall be provided with a cul-de-sac for turning around all fire apparatus. Local Amendment. Dead ends are not permitted.*
We have eliminated the dead ends per our meeting on 9/21/2016
3. *An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings, or portions of buildings are hereafter constructed or moved into or within the jurisdiction. IFC 507.1.*
Noted
4. *Will the water system be public or private? If private, fire service mains and appurtenances shall be installed in accordance with NFPA 24. IFC 507.2.1.*
The water main from connection to connection will be private, and has been noted on the plans.
5. *The fire code official shall be notified prior to the water supply test. Water supply tests shall be witnessed by the fire code official or approved documentation of the test shall be provided prior to final approval of the water supply system. IFC 507.4.*
Noted
6. *Fire hydrants shall be installed on the distribution system near every street intersection. Intermediate fire hydrants shall be spaced so that the interval between hydrants is approximately 300 feet. Hydrants and hydrant installation shall comply with details specifications on file with the Director of Engineering.*
Fire hydrants have been installed at intersections, or at watermain dead ends near an intersection.
7. *Hydrant and valve spacing and installation on private property shall substantially comply with the standards established for the municipal water works system subject to review and modification by appropriate Village departments.*
Noted

Engineering Department

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 We accept and understand.*
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 the sanitary sewer main extension, the widening of Old Arlington Heights Road including curb and gutter to match the cross section to the north, street lighting and sidewalks along Old Arlington Heights Road and along Country Lane. 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.*
An Engineer's Estimate shall be provided upon Final Engineering



13. *Final engineering plans shall be georeferenced by using State Plane Coordinate System - Illinois East.*
Noted.
14. *The Final Plat of Subdivision must be reviewed and approved by the Engineering Department 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.*
We accept and understand.
15. *The proposed detention vault will be a private system and as such will not be the Village's responsibility to maintain. Provide calculations for sizing the weir. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval.*
A detail of the control structure and weir has been provided. Weir calculations and Onsite Utility Maintenance Agreement shall be provided upon Final Engineering.
16. *Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Include exhibit and narrative regarding the offsite flow area as trade-off for unrestricted flow from the site. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. Clearly show the overflow route for the site. 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.*
Noted. Some of these calculations have been provided on the Preliminary Plans for reference.
17. *When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. The light fixtures should include optics to provide Night Sky Compliant illumination.*
Noted. A Photometric Plan has been included in this submittal using the lighting details previously provided.
18. *The exhibit showing the turning path of the Fire Departments responding vehicle is acceptable; however, the layout of the roads includes dead ends. If the layout requires revisions, the exhibit must also be revised.*
We have included the revised Autoturn Exhibit within this submittal.
19. *The heavy duty pavement cross section through the site is acceptable. The cross section of the pavement widening on Old Arlington Heights Road will be subject to IDOT review and approval.*
Noted.
20. *MWRD permit is required. IEPA Sanitary permit required for the extension of the public sanitary sewer main. The only public sanitary sewer main will be that which is located within the public easement along the west property line. The rest of the sanitary system will be considered private.*
Noted
21. *IEPA Water permit required for the construction of the water main. The water main throughout the site shall be considered privately owned and maintained. Master meters shall be included at the ROW lines. See the attachment for meter vault details. Show the vault to scale on the plans.*
Noted. The meter vault has been shown to scale on the plans.
22. *IDOT permit required for all work within the Old Arlington Heights Road ROW, including the drainage connections. Detention vault placement from ROW line must follow IDOT guidelines.*
Noted. We have made a preliminary submittal to IDOT, and we moved the detention vault over.



23. *Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.*

This has been considered and we feel the development does not warrant the inclusion of bicycle racks.

24. *Page 3 Geometry: Run the street mainline curb through the driveways on both Country Lane and Old Arlington Heights Road to clearly identify them as driveways, not side streets.*

The curb has been shown to extend through both entrances of the site.

25. *Page 3 Geometry: Sidewalk across the driveways to be 8" thick concrete. Curb shall stop at the sidewalk and not run through the sidewalk. Include ADA panels for the sidewalk at the driveways and at the corner of Old Arlington Heights Road and Country Lane.*

Depressed curb has been shown where the public sidewalks meet the street entrances and ADA panels have been added.

Traffic:

26. *The traffic report indicates that the Old Arlington Heights Road driveway is to be striped for a 3-lane cross-section. Any striping for this type of cross-section must be provided in advance of the stop sign, or painted stop bar. Provide a revised geometric plan. Include all proposed signing and striping.*

The traffic study has been revised to reflect the updated site plan that shows the driveway having a 2-lane cross-section.

27. *The three parking stalls at the west end of the east-west private roadway are not geometrically convenient for safely backing out without backing up into someone's driveway. Reconsider or reconfigure.*

The site plan has been revised and the parking stalls have been reconfigured.

28. *Show sight distance triangle to ensure entrance monument signage and landscaping does not block intersection sight distance.*

The entrance monument has been rotated to alleviate sight distance concerns. A diagram is included in the report.

29. *The ultimate lane configuration of Old Arlington Heights Road shall be determined in joint cooperation between IDOT, the Village of Arlington Heights, and the Village of Buffalo Grove.*
Noted.

Preliminary Plot of Subdivision:

30. *The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. Items # 1-3 and 5-13 are complete. Item #4: Tie the subdivision to existing Section lines.*

A map of the section lines has been added and the centerline of Old Arlington Heights Rd being defined.

31. *For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #21, Township High School District #214, Harper Community College District #512. Add the utility signature blocks and the ComEd easement provisions.*

Noted. These signature blocks shall be added during the Final Plat.

Arlington Heights Fire Department

1. *The project to be constructed following the specifications contained within Appendix D of the 2009 International Fire Code, which does not allow for dead ends but does include a dimension of 96' diameter cul-de-sac and minimum access road widths of 26' among other expectations.*

We have eliminated the dead ends per our meeting on 9/21/2016



2. *Units to be sprinkled.*

The building drawings will be submitted to comply with the requirements of NFPA 13D.

3. *Two means of egress from the structure are required. Exiting through the garage is not acceptable.*

The two story townhomes comply with the exiting requirements via the front swinging and the rear sliding doors which exit at grade. The three story townhomes comply with the exiting requirements two means of egress as follows. The front swinging door exits at grade. The rear sliding door exits to the balcony and accesses grade via an exterior stair.

Arlington Heights Police Department

1. *The character of use is consistent with the area and is not a concern.*
Noted

2. *This is a new project and all lighting should be up to code. Special attention should be given to illuminating parking and other common areas to prevent criminal activity.*
Noted

3. *There are no traffic problems at this location.*
Noted

4. *This is not a problem area in relation to traffic accidents.*
Noted

5. *This development will create an increase in traffic volume. The traffic study indicates a traffic increase due to this development would cause the intersection of Old Arlington Heights Rd and Dundee to receive a rating of LOS F and LOS D, which are both unfavorable. The traffic study was not completed while Buffalo Grove High School was in session, which may cause more traffic congestion at the intersection of Old Arlington Heights and Dundee Rd.*

While the intersection LOS decreases as noted, the increases in average delays are marginal (less than six seconds during the morning peak hour and less than two seconds during the evening peak hour). This is due to the minor increase in site traffic attributed to the northbound approach (seven trips during the morning peak hour and four trips during the evening peak hour). Furthermore, the change in LOS can also be attributed to the assumed growth which added 30 trips and 40 trips during the morning and evening peak hours, respectively.

It should also be noted that the traffic counts were conducted on Tuesday, April 19th when Buffalo Grove High School was in session per the attached District 214 2015-2016 school year schedule.

6. *Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.*

Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. Emergency contact cards can be filled out at the Village of Arlington Heights website (vah.com). This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

Noted. Contact information shall be provided upon beginning of construction.

Health Services Department

1. *A recycling plan must be submitted and approved by this Department after occupancy.*
Noted.



Planning & Community Development Department

General:

7. *Please provide a copy of the fully executed contracts for purchase for each of the 5 properties. Sensitive information can be redacted.*
Included within this submittal.
8. *Please provide a Market Study that demonstrates the market is strong enough to sustain the proposed residential dwelling units.*
Included within this submittal.
9. *The required application amount fee of \$4,795 was not paid. A check in the amount of \$2,600 was received at the time of application, leaving a remaining balance of \$2,195 due. Please provide this amount as soon as possible.*
The remaining check is included with this submittal.
10. *The elevation for the two-story townhome building did not contain a height measurement to peak of roof or to mean roof height. As setbacks for structures in the R-6 District are based in part on the height of the building, certain required setback information could not be determined. Please revise the elevations for the two-story building to include the building height (peak and mean).*
Updated architectural drawings have been included in this submittal.
11. *Please provide a detailed Construction Phasing and Staging Plan. This plan needs to include, but shall not be limited to, the following information; anticipated number of construction phases, the anticipated construction start and completion of each phase, the anticipated number of construction works 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, and the location of material storage.*
Per conversation with Sam Hubbard, Development Planner, detailed construction and staging information will be provided at the time of the final plat approval. The approximate date to begin construction (site clearing, demolitions, and earthwork) is April 2017. There will be only one land development/platting construction phase. The end date of construction is dependent on market and sales pace, but completion is anticipated in late 2019.
12. *School, Park, and Library contributions will be required prior to the issuance of a building permit.*
Noted.

Zoning:

13. *The Plan Commission and Village Board will have to approve the following:*
 - *A rezoning from the M-1 District into the R-6 District.*
 - *A preliminary plat of subdivision to divide the property into 49 individual townhome unit lots and one common lot for the roadway network.*
 - *A preliminary PUD to allow multiple buildings on one zoning lot.*
 - *An amendment to the Comprehensive Plan to change the designation of the subject property from "Research and Design, Manufacturing, and Warehouse" to "Moderate Density Multi-Family".*
 - *Repeal of 92-059 and 92-060 relative to the Old Arlington Heights Overlay Zone.*

The following Variations have been identified relative to the individual townhome lots:



1. For clarification purposes the site plan does show two different unit types for each product type, the rear loaded Mews product and the front loaded townhomes. Each of these units are interchangeable and the ultimate location of each unit will vary depending on ultimate sales. The requested variations did not make a distinction between the various unit types shown on the site plan per their respective location but rather analyzed the worst case scenario for each of the requested variations. The original submittal also did not distinguish an interior lot from an end lot and had assumed that the smaller interior lot would dictate because it created the greatest variation.
 2. The Subdivision Plat had shown different lot areas for some of the end lots within each product type which seemed to further expand the subtleties of the variation request.
 3. The revised list of Building Envelope Lot Variations has been revised to reflect a unified lot area standard for end lots and interior lots for each product type. The lot number references have also been revised to reflect the revisions to the site plan that changed building 7 from a six unit to a four unit building and building 9 from a five unit building to a six unit building as a result of other comments pertaining to the dead end drive in the southwest corner of the site.
- a. *A Variation from Chapter 28, Section 5.1-6.3 to reduce the required minimum lot size from 3,500 sq. ft. to 1,200 sq. ft. on lots 1-1, 1-6, 3-1, and 3-6.*
Please see above.
 - b. *A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,020 sq. ft. on lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.*
Please see above.
 - c. *A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,194 sq. ft. on lots 2-1 and 2-7.*
Please see above.
 - d. *A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 2,229 sq. ft. on lots 4-1, 4-4, 5-1, 5-4, 7-1, 7-6, 8-1, and 8-6.*
Please see above.
 - e. *A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,975.6 sq. ft. on lots 4-2, 4-3, 5-2, 5-3, 6-2 thru 6-4, 7-2 thru 7-5, 8-2 thru 8-5, and 9-2 thru 9-4.*
Please see above.
 - f. *A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum required lot size from 3,500 sq. ft. to 2,229.4 sq. ft. on lots 6-1, 6-5, 9-1, and 9-5.*
Please see above.
 - g. *On the above lot size Variations it is assumed that all units will be 3 bedroom units, although if the buyer opts for a 2 bedroom unit the minimum required lot size will be less and the proposed Variation will therefore accommodate for this scenario.*
Please see above.
 - h. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from 30' to 3' for lots 1-1 thru 3-6.*
Please see above.



- i. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from (unknown due to building height not being provided)' to 3' for lots 4-1, 4-3, 5-1, 5-3, 6-1, 6-4, 7-1, 7-2, 7-6, 8-1, 8-2, 8-6, 9-1, 9-2, and 9-5.*
The requested front yard setback variation for the 2 story Townhome has been changed from 3 ft. to 1.5 ft.
- j. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from (unknown due to building height not being provided)' to 5' for lots 4-2, 4-4, 5-2, 5-4, 6-2, 6-3, 6-5, 7-3 thru 7-5, 8-3 thru 8-5, 9-3, and 9-4.*
The requested front yard setback variation for the 2 story Townhome has been changed from 3 ft. to 1.5 ft.
- k. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.5' to 0' on lots 1-1, 1-6, 3-1, and 3-6.*
The requested side yard variations are all still shown as a zero ft. setback with the lot references and required side yard setbacks adjusted per site plan revisions.
- l. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.13' to 0' on lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.*
The requested side yard variations are all still shown as a zero ft. setback with the lot references and required side yard setbacks adjusted per site plan revisions.
- m. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.49' to 0' on lots 2-1 and 2-7.*
The requested side yard variations are all still shown as a zero ft. setback with the lot references and required side yard setbacks adjusted per site plan revisions.
- n. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from (unknown due to building height not being provided)' to 0' on lots 4-1, 4-4, 5-1, 5-4, 7-1, 7-6, 8-1, and 8-6.*
The requested side yard variations are all still shown as a zero ft. setback with the lot references and required side yard setbacks adjusted per site plan revisions.
- o. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from (unknown due to building height not being provided)' to 0' on lots 4-2, 4-3, 5-2, 5-3, 6-2 thru 6-4, 7-2 thru 7-5, 8-2 thru 8-5, and 9-2 thru 9-4.*
The requested side yard variations are all still shown as a zero ft. setback with the lot references and required side yard setbacks adjusted per site plan revisions.
- p. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from (unknown due to building height not being provided)' to 0' on lots 6-1, 6-5, 9-1, and 9-5.*
The requested side yard variations are all still shown as a zero ft. setback with the lot references and required side yard setbacks adjusted per site plan revisions.
- q. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from 35' to 4' on lots 1-1 thru 3-6.*
The requested rear yard setback variation for the Mews lots 1-1 thru 3-6 remains at 4 ft. The requested rear yard setback variation for the 2 story Townhome lots 4-1 thru 9-6 has been changed to 19.25 ft. from 18 ft.
- r. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from (unknown due to building height not being provided)' to 20' on lots 4-1, 4-3, 5-1, 5-3, 6-1, 6-4, 7-1, 7-2, 7-6, 8-1, 8-2, 8-6, 9-1, 9-2, and 9-5.*
The requested rear yard setback variation for the Mews lots 1-1 thru 3-6 remains at 4 ft. The requested rear yard setback variation for the 2 story Townhome lots 4-1 thru 9-6 has been changed to 19.25 ft. from 18 ft.



- s. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from (unknown due to building height not being provided) to 18' on lots 4-2, 4-4, 5-2, 5-4, 6-2, 6-3, 6-5, 7-3 thru 7-5, 8-3 thru 8-5, 9-3, and 9-4.

The requested rear yard setback variation for the Mews lots 1-1 thru 3-6 remains at 4 ft. The requested rear yard setback variation for the 2 story Townhome lots 4-1 thru 9-6 has been changed to 19.25 ft. from 18 ft.

- t. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 75.7% for Lots 1-1, 1-6, 3-1, and 3-6.

The Building Lot coverage variation has been adjusted per the site plan revisions, and worst case scenario.

- u. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 85% on Lots 1-2, 1-5, 2-3, 2-7, 3-2, and 3-5.

The Building Lot coverage variation has been adjusted per the site plan revisions, and worst case scenario.

- v. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 89% on Lots 1-3, 1-4, 2-2, 2-4, 2-5, 3-3, and 3-4.

The Building Lot coverage variation has been adjusted per the site plan revisions, and worst case scenario.

- w. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 76% on Lots 2-1 and 2-7.

The Building Lot coverage variation has been adjusted per the site plan revisions, and worst case scenario.

- x. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 60% on Lots 4-1, 5-1, 7-6, and 8-6.

The Building Lot coverage variation has been adjusted per the site plan revisions, and worst case scenario.

- y. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 67% on Lots 4-2, 5-2, 6-2, 6-3, 7-3 thru 7-5, 8-3 thru 8-5, 9-3, and 9-4.

The Building Lot coverage variation has been adjusted per the site plan revisions, and worst case scenario.

- z. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 67.7% on Lots 4-3, 5-3, 6-4, 7-2, 8-2, and 9-2.

The Building Lot coverage variation has been adjusted per the site plan revisions, and worst case scenario.

- aa. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 59.4% on Lots 4-4, 5-4, 7-1, and 8-1.

The Building Lot coverage variation has been adjusted per the site plan revisions, and worst case scenario.

- bb. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 59.8% on Lots 6-1 and 9-5.

The Building Lot coverage variation has been adjusted per the site plan revisions, and worst case scenario.

- cc. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 59.1% on Lots 6-5 and 9-1.



The Building Lot coverage variation has been adjusted per the site plan revisions, and worst case scenario.

- dd. *A Variation from Chapter 28, Section 5.3-2 to increase the maximum allowable F.A.R. from 150% to 179.2% for Lots 1-1, 1-6, 3-1, and 3-6.*

The FAR variations have been adjusted per the site plan revisions and worst case scenario.

- ee. *A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable F.A.R. from 150% to 205% on Lots 1-2, 1-5, 2-3, 2-7, 3-2, and 3-5.*

The FAR variations have been adjusted per the site plan revisions and worst case scenario.

- ff. *A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable F.A.R. from 150% to 210.8% on Lots 1-3, 1-4, 2-2, 2-4, 2-5, 3-3, and 3-4.*

The FAR variations have been adjusted per the site plan revisions and worst case scenario.

- gg. *A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable F.A.R. from 150% to 180.1% on Lots 2-1 and 2-7.*

The FAR variations have been adjusted per the site plan revisions and worst case scenario.

- hh. *A Variation from Chapter 28, Section 6.6-5 to allow decks on Lots 1-1 thru Lot 3-6 to be setback 0' from the rear lot line.*

A variation has been added to the revised Building Envelope Lot Variations list to accommodate the need for a deck variation for buildings 1 thru 3 due to the change in the definition status of the rear balconies to a deck because of the addition of the stairs that are required by fire code.

- ii. *A Variation from Chapter 28, Section 6.6-5.1 to allow bay windows to project 2' into the required side yard on Lots 1-1, 1-6, 2-1, 2-7, 3-1, 3-6, 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-6, 8-1, 8-6, 9-1, and 9-5.*

The same variation applies but is revised per the new lot numbers per the site plan revisions.

14. The "Building Envelope Lot Variation" analysis submitted in conjunction with the application requested the following variations, which need to be clarified:

- a. *The letter requested a reduction in front yard setbacks to 3' for Lots 4-1 thru 9-5 (two-story townhome units). Based on the site plan, not all of the units will be 3' setback (the units have staggered front setbacks), and it appears that some of the units will be setback 5' from the front yard line (-2, 4-4, 5-2, 5-4, 6-2, 6-3, 6-5, 7-3 thru 7-5, 8-3 thru 8-5, 9-3, and 9-4). Please clarify if a 5' setback is what is proposed for these units.*

As per the response to comment 13a thru 13gg, the unit type location depicted on the site plan may not be the ultimate location, and therefore the requested variations for the front yard, rear yard, building coverage, and FAR are based on the worst case. The revised Building Envelope Lot Variation sheet has been updated to reflect changes to the front and rear yard setback variations for the 2-story Townhomes, and slight adjustments to the building coverage and FAR variations per the site plan revisions.

- b. *The letter requested a reduction in rear yard setbacks to 4' for Lots 1-1 thru 3-6 (three-story townhome units). Based on the scale of the site plan, it appears that these units will be 5' setback from the rear property line. Please clarify if a 5' rear yard setback is what is proposed for these units.*

The requested 4 ft. rear yard setback for Lots 1-1 thru 3-6 is still requested. The previous site plan did not show the 1 ft. third floor projection at the rear of the building. The revised site plan has added this element to the building footprint.

- c. *As previously indicated above, the two-story townhome units are staggered, which means some of those units provide a 20' rear yard setback and some provide a 18' rear yard setback. Based on the setback provided, the required Variation is different for each unit. Please clarify if the correct units have been assigned an 18' setback vs. a 20' setback as outlined in 11r. and 11s. above.*



As per the response to comment 13a thru 13gg, the unit type location depicted on the site plan may not be the ultimate location, and therefore the requested variations for the front yard, rear yard, building coverage, and FAR are based on the worst case. The revised Building Envelope Lot Variation sheet has been updated to reflect changes to the front and rear yard setback variations for the 2-story Townhomes, and slight adjustments to the building coverage and FAR variations per the site plan revisions.

- d. The letter requested Building Coverage and FAR Variations as differentiated between end units (exterior) and interior units. However, two different models are proposed within interior units and on end units, for example model 815 and 830 can be found on the end units and also within interior units (as opposed to all end units being model 815 and all interior units being 830). This therefore alters the building coverage and FAR based on which unit is proposed on which lot. Please clarify if the Variations as identified in 11t. thru 11gg. have been correctly assigned based on the location of each model on the subject lots.

As per the response to comment 13a thru 13gg, the unit type location depicted on the site plan may not be the ultimate location, and therefore the requested variations for the front yard, rear yard, building coverage, and FAR are based on the worst case. The revised Building Envelope Lot Variation sheet has been updated to reflect changes to the front and rear yard setback variations for the 2-story Townhomes, and slight adjustments to the building coverage and FAR variations per the site plan revisions.

- e. The letter requested a Variation to allow chimney encroachment into the required yard of up to 24 inches, however, no chimneys are shown on the elevations. Please clarify the need for this Variation.

The chimneys only occur on one of the 2-story townhome unit types at the rear of the unit and would not extend beyond the deepest part of the unit. Therefore, this variation has now been eliminated.

- f. Please clarify if all necessary Variations have been outlined/included for each townhome lot.

To the best of our knowledge, all necessary Variations have been identified, and both the overall PUD and the Building Envelope Lot variations sheets have been updated to include any relevant adjustments per the round 1 staff report.

15. The following Variations have been identified relative to the *overall PUD*:

- a. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from (unknown due to building height not being provided) to 33' for Townhome Buildings 8 and 9.

The 25' 1" building height has been added to the elevation for the Townhome Architecture which verifies the building height shown on the Preliminary Plat site data. The variation request for buildings 8 and 9 is to reduce the side yard setback to 31 feet, which is to the deepest projection of the building. The 33 ft. dimension that was labeled was to a point on the building 2 ft. further recessed.

- b. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from (unknown due to building height not being provided) to 31' for Townhome Building 7.

A side yard variation for Townhome building 7 is no longer needed as a result of site plan revisions per other staff comments.

- c. A Variation from Chapter 28, Section 5.1-6.9(a) to reduce the minimum spacing requirements between Townhome Buildings 8 and 9 from 50' to approx. 36.5'.

The dimensions shown did not reflect the loss of separation due to the addition of brick along the sides of the buildings. The building footprints have been revised to include brick and the dimensions between buildings 8 & 9 have been revised accordingly.



- d. *A Variation from Chapter 28, Section 5.1-6.9(a) to reduce the minimum spacing requirements between Townhome Buildings 6 and 7 from 50' to approx. 44'.*

The dimensions shown did not reflect the loss of separation due to the addition of brick along the sides of the buildings. The building footprints have been revised to include brick and the dimensions between buildings 6 & 7 have been revised accordingly.

- e. *A Variation from Chapter 28, Section 5.1-6.10 to increase the allowable projections in outer courts from 5' to 21' for Townhome Buildings 4-9.*

We believe that there is no variation needed from this provision. Although the entries for the townhome units do create an outer court as defined in the Zoning Ordinance, these spaces are unobstructed to the sky as required and therefore no projection occurs that would necessitate this variation.

- f. *A Variation from Chapter 28, Section 11.2-11.2 to allow off-street parking spaces to be located in the front yard setback (relative to the northern most guest parking stall which is setback approximately 18' from the front yard line and required to be setback a minimum of 25').*

A separate variation has been added to the overall PUD sheets (items 3 & 4) regarding this comment.

- g. *A Variation from Chapter 28, Section 6.13-3b to increase the maximum height of fences from 5' to 6' tall in the rear yard to allow board on board fences in the rear yards of the units in Townhome Buildings 4 thru 9.*

A separate variation has been added to the overall PUD sheets (items 3 & 4) regarding this comment.

- h. *A Variation from Chapter 28, Section 6.13-3a to increase the maximum height of fences from 3' to 6' tall (solid) in the front yard along Country Lane as depicted on the Landscape Plan (6' tall solid fence along western and southern property lines is allowed due to adjacent zoning districts). Please note that it is recommended that this fence not encroach into the front yard and that screening be provided with landscaping instead.*

The referenced variation in this comment has been eliminated.

- i. *A Variation from Chapter 28, Section 9.3-6f(5) to allow non-parallel parking on a private roadway.*

The referenced variation in this comment has been eliminated.

16. *The "Land Use / Zoning Code / Variation Criteria" analysis submitted in conjunction with the application requested the following variations, which need to be clarified:*

- a. *The letter requested a reduction in the building spacing requirements between buildings 6 and 7 to allow 39' of spacing. The site plan shows a measurement indicating that these buildings will be spaced 41' apart, however, when measured with a scale this distance appears to be 44'. Please clarify the actual distance between the buildings and revise the site plan to show the correct distance.*

The response to comments 15c & 15d explained the discrepancy between the scaled and shown dimensions. The dimensions on the current plan have been adjusted accordingly. To the best of our knowledge no additional variations to the overall PUD are required.

- b. *The letter requested a reduction in the building spacing requirements between buildings 8 and 9 to allow 32' of spacing. The site plan shows a measurement indicating that these buildings will be spaced 34' apart, however, when measured with a scale this distance appears to be 36.5'. Please clarify the actual distance between the buildings and revise the site plan to show the correct distance.*

The response to comments 15c & 15d explained the discrepancy between the scaled and shown dimensions. The dimensions on the current plan have been adjusted accordingly. To the best of our knowledge no additional variations to the overall PUD are required.

- c. *Please clarify if all necessary Variations have been outlined/included for the overall PUD lot.*



The response to comments 15c & 15d explained the discrepancy between the scaled and shown dimensions. The dimensions on the current plan have been adjusted accordingly. To the best of our knowledge no additional variations to the overall PUD are required.

Plat of Subdivision:

17. *Please revised the Plat to show the requested front and rear yard setbacks for each townhome unit.*
The plat of subdivision has been revised accordingly.

Site Plan:

18. *Please clarify if F.A.R. calculations took into account the optional bay windows for the 3-story townhome units.*
Yes, the FAR includes calculations for the optional bay windows for the 3-story Townhome units.
19. *Please clarify the need for all retaining walls proposed within the development, i.e. if the site will be cleared and graded, why are the grades not being leveled?*
Retaining walls still need to be required when the grade transitions quickly. The Village of Arlington Heights has a restrictive maximum grade of 5:1 allowable. Since the site is not flat from one end to the other, and buildings need to be, the grade is made up within the walls. Also, some of the townhomes provided on this site have a 4' grade transition from front to back.
20. *A cross section and material details for all retaining walls is required.*
Retaining wall details have been included in this submittal.
21. *Please provide a photometric plan.*
Photometric plan has been included.
22. *Please show all bay projections on Site Plan for buildings 4 thru 9.*
Bay projections, bump outs, and fireplaces are now shown on the site plan.

Buildings:

23. *Will any HVAC or mechanical units be located outside of the buildings or will all mechanical equipment be located within the buildings? If these elements will be located exterior to the units, please revise the site plan to show their locations.*
HVAC units will be located outside the building and are now shown on the plans.
24. *Will any energy efficient/green design features be included on the buildings and site?*
The site does not include any energy efficient features, the buildings will meet the Energy Conservation Code.

Landscaping:

25. *The landscape plan does not match the civil plan (location of retaining walls, services walks, etc.). Please revise the landscape plan so that it matches the civil plan.*
The Landscaping matches the most current Engineering as of the time of revision. The Landscape Plan shall be revised as new Engineering changes are made.
26. *Landscaping will be required between all tiers of the retaining walls and at the base of the retaining walls.*
Landscaping has been added between all retaining wall tiers and at the base of all retaining walls.

Parking and Circulation:

27. *These three non-parallel spaces appear to be 9' in width but the 9' width appears to be measured from back of curb. The required 9' width must be measured from the face of the curb. Please revise the site plan to show*



measurement from face of curb, which will likely reduce the width of the northern and southern parking space to 8.5'. An exception to allow 8.5' wide parking spaces is at the discretion of the Engineering Dept.
We have removed this parking area.

28. *No width or length measurement is provided for the northernmost 2 guest parking stalls. Please revise the site plan to provide this measurement.*

We have added a measurement for this parking area.

29. *Please clarify why the parallel guest parking spaces are proposed at 22' in length when the code allows a 18' length dimension for parking spaces.*

We understand that VAH code allows for 18', however we feel 22' is a preferable length based off our experience with previous projects.

30. *Per Section 11.7 of Chapter 28, Multiple-Family developments between 10,000 – 200,000 sq. ft. must provide one off street loading space. Please clarify if a Variation from this requirement is requested.*

The proposed Townhome units by definition in the Zoning Code are defined as Dwelling, Attached which are more single family in character and not by definition Multiple Family. Therefore, we believe this provision of the Zoning Ordinance does not apply and no variation is required.

31. *Will Lot 10 be dedicated as an easement for shared access and shared parking? If so, this should be included on the proposed Plat of Subdivision.*

Lot 10 will have a blanket utility easement that will include parking.

32. *Consider permeable pavers or decorative pavement for guest parking areas.*

Decorative pavers have been added to the site entrances.

Traffic:

33. *The traffic study must be revised so that it is based on 49 residential units rather than 52 residential units.*

The traffic study has been revised and is included with this submittal.

34. *The traffic study must be revised so that it is based on 209 parking spaces (98 within garages) rather than 222 parking spaces (104) being within garages).*

The traffic study has been revised based on the updated number of parking spaces.

35. *The traffic study should be revised so that it includes the current site plan as the exhibit, not the previous site plan which depicted 52 residential units.*

The current site plan is included in the updated traffic study.

36. *The "Proposed Development Plan" section of the study does not highlight that the development has included the addition of a 2nd southbound travel lane to Old Arlington Heights Road. The report should identify and discuss the rationale behind the need for this additional lane.*

The addition of the second southbound through lane has been included.

Tree Preservation:

1. *Per Chapter 28, Section 6.15-5.3 A reasonable effort shall be made to retain existing trees on the tree survey through the integration of those trees into the site and landscaping plan for a proposed development. If a reasonable integration of existing trees into the development plan is not possible, the developer may choose to mitigate the trees based on the exchange rate set forth in sections 6.15-6.4. It appears that the majority of the trees are identified for removal. Opportunities for preserving additional trees must be explored. Please include the disposition for each tree on the tree inventory.*

Due to the Engineering requirements of the site, there are very limited opportunities for retaining existing vegetation on site. The only opportunities exist along the perimeter of the site where we are meeting grade. The poor volunteer nature of the existing trees does not warrant any special preservation techniques to be



employed. The quality of the proposed trees is superior to those being removed. The disposition of each tree is indicated on the tree inventory which is shown on the second sheet of the Tree Preservation Plan.

2. *Tree preservation must consider grading and any digging or trenching for utilities which should be identified on the preservation plan.*

Grading and utility trenching has been considered on the Tree Preservation Plan.

Landscape Issues:

1. *Provide additional landscaping along the west and south property line. Overall, the landscaping is minimal along the shared property line.*

Additional Landscaping has been provided along the west and south property lines.

2. *It is recommended that additional landscaping be provided along Country Lane and Old Arlington Heights Road.*

Additional Landscaping has been provided along Country Lane and Old Arlington Heights Road.

3. *In front of the proposed retaining wall, provide landscaping that consists of shrubs and perennials in order to soften/buffer the wall.*

Additional Landscaping has been provided in front of the proposed retaining walls.

4. *Must increase the size of the shade trees from 3 inch caliper to four inch caliper (Chapter 28, Section 6.16).*

Trees have been increased in size to 4" caliper.

5. *Must provide a 6 foot solid screen along the west and south property line. The plan indicates a board on board fence and the fence must be solid. The six foot fence along Country Lane does not meet code and it is recommended that landscaping be provided in place of the proposed fence along Country Lane.*

The 6' fence is now specified as a solid dog-eared fence. The fence section along Country Lane has been removed and replaced with more extensive landscaping.

6. *The proposed ground sign and the landscaping appear to be located within the vision triangle. Per Chapter 28, No building or structure hereafter erected and no planting or other obstruction to the vision of drivers of motor vehicles or pedestrians shall be located: 6.11.1 In any "R" Districts, exceeding a height of three feet above the street grade within 12 feet of the intersecting street lines bordering corner lots and between private properties within 12 feet of walks, driveways, bike paths, and walking paths. Please evaluate the location of the proposed sign.*

The ground sign has been relocated to the corner of Country Lane and Old Arlington Heights Road. It is located 12' from either sidewalk and outside of the vision triangle.

7. *It is recommended that landscaping that consists of shrubs and perennials be provided near the drive aisle/entrances to the development.*

Additional Landscaping has been provided near the drive aisle/entrances to the development.

8. *A tree fee of \$4 per lineal foot of frontage is required at the time of permit along with a landscape compliance bond that is 30% of the estimated landscape costs.*

Noted.

9. *All mechanical units must be fully screened.*

All utilities shall be fully screened.

This concludes our resubmittal. Should you require further information or have any questions, please do not hesitate to contact us.

Sincerely,



HAEGER ENGINEERING, LLC

Timothy J. Burda, P.E.
Project Manager



Village of Arlington Heights Building Services Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building Services Department

Subject: Preliminary Plat of Subdivision, Preliminary PUD, Rezoning from M-1 to R-6, Repeal of Ordinance 92-059 and 92-060 relative to the Old Arlington Heights Road Overlay Zone, Comprehensive Plan Amendment

PC#: 16-021 - Round 2

Date: October 12, 2016

Sam:

I have reviewed the response documents submitted for the above referenced project and do not have any additional comments.

RECEIVED

OCT 12 2016

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**



**Village of Arlington Heights, IL
Department of Building Services**



Fire Safety Division

Preliminary Planning Review

Date of Review: 10/13/2016

P.C. No. 16-021 Round No. 2

Project name: Lexington Heritage

Address: 3216-3234 N. Old Arlington Heights Rd.

Planning Department Contact: Sam Hubbard

General Comments:

1. The pavement added to exit fire apparatus on to Country Lane should be of sufficient material to support the weight of the heaviest fire apparatus. Consider changing from proposed standard duty road to heavy duty road. NOTE: Should some type of traffic obstruction be planned to prevent unauthorized access any proposed material or method must be approved prior to its installation.
2. Per previous discussion it was expected that the drive on the opposite side of the above mentioned exit was to be shortened and was to terminate prior to the current proposed location.
3. Per previous discussion the front yards along Old Arlington Heights Road and Country Lane were to me designated where at no time would it be permissible to erect a fence of any kind in the front yards as they will be part of the emergency access planning.

Date 10/13/2016

Reviewed By: 

**Village of Arlington Heights
Public Works Department**

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: October 18, 2016
Subject: Lexington Heritage, 3216-3234 N. Old Arlington Heights Rd.,
P.C. #16-021, round 2

With regard to the proposed preliminary plat of subdivision, I have the following comment:

- 1) Two sanitary manholes are referenced as Sanitary MH1, please sequence them properly for future reference.
- 2) There seems to be a dark spot in front of lots 2-6 & 2-7, please provide proper light spacing to cover this area.
- 3) Provide pipe material and diameter information for all segments of water, sanitary and storm water piping.
- 4) Provide inverts for all storm water structures.
- 5) Provide sanitary, storm and water main inverts for all utility crossings.
- 6) Connections to existing water mains at Valve Vaults 1 & 2 must be pressure connections.
- 7) Provide annotation for Water Meter Vault #2.
- 8) Provide details (for review) of the proposed connections to the Village storm and sanitary sewers.
- 9) Please provide a detail outlining the water and sewer connections to all proposed buildings with water shut-off locations.
- 10) Fire exit shall be decorative to reduce confusion from drivers. Will a gate be provided?
- 11) Verify that minimal driveway standards meet Village code.
- 12) Provide details how storm vault is accessed for maintenance. Additional clean out may be needed.
- 13) Blind connections to storm sewer on Old Arlington Heights Road not approved without further detail.

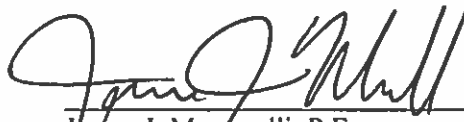
- 14) Truncated domes and handicapped ramps required at all roadway intersections.
- 15) Provide planting proposal for Old Arlington Heights Road and Country Lane.
- 16) 3' minimum patches required for all curb and gutter replacements.
- 17) Private stairs adjacent to public sidewalk must have an adequate landing prior to intersection and railing may not interfere with walk.

Thank you for the opportunity to comment on this permit.

C. file

PLAN COMMISSION PC #16-021
Lexington Heritage
3216-3234 N. Old Arlington Heights Road
Preliminary Plat of Subdivision, Prelim PUD, Re-Zone
Round 2

32. The responses made by the petitioner to comments #11-15, 18, 20, 22-24 & 26-31 are acceptable.
33. The response made by the petitioner to comment #16 is noted. Final approval will require final detention calculations as specified.
34. The response made by the petitioner to comment #17 is noted. Provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. No wall pack style fixtures will be permitted. The light fixtures should include optics to provide Night Sky Compliant illumination.
35. The response made by the petitioner to comment #19 is noted. The fire access driveway must also be constructed as a heavy duty pavement cross section.
36. The response made by the petitioner to comment #21 is noted. The water meter vaults are to be constructed entirely on private property, just inside the ROW line, not within the public ROW. If constructed beneath pavement, the vaults must be designed to HS-25 loading standards. Stamped structural drawings will be required.
37. The response made by the petitioner to comment #25 is partially addressed. Curb shall stop at the sidewalk and not run through the sidewalk.
38. Engineering is OK with preliminary approval. The above comments can be addressed at final engineering.

 10/13/16
James J. Massarelli, P.E. Date
Director of Engineering

Needed at Final:
Estimates of Cost
Stormwater calculations
Onsite Utility Maintenance Agreement

RECEIVED
OCT 13 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Lexington Heritage
3216 – 3234 N. Old Arlington Hts Rd
Round 2

Round 2 Review Comments

10/14/16

1. **Character of use:**
The character of use is consistent with the area and is not a concern.
2. **Are lighting requirements adequate?**
This is a new project and all lighting should be up to code. Special attention should be given to illuminating parking and other common areas to prevent criminal activity.
3. **Present traffic problems?**
There are no traffic problems at this location.
4. **Traffic accidents at particular location?**
This is not a problem area in relation to traffic accidents.
5. **Traffic problems that may be created by the development.**
6. **General comments:**
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.

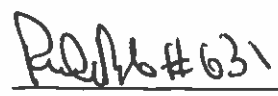
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OCT 17 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT


Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:


Supervisor's Signature

Arlington Heights Police Department
Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: tmorales@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL 60005
Attention: Police Administration

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-C-21
Petitioner: Lexington Heritage LLC

Owner: _____

Contact Person: Bill Rotolo
Address: 1731 N Marcey Street, Suite 200
Chicago, IL 60614
Phone #: 847-875-8289
Fax #: 773-360-0301
E-Mail: brotolo@lexingtonchicago.com

P.I.N.# _____
Location: SWX Old Arlington Heights Rd./Country Ln.
Rezoning: ☒ Current: M-1 Proposed: R-6
Subdivision: ☒
of Lots: _____ Current: 5 Proposed: 49
PUD: ☒ For: 49 Townhomes
Special Use: ☒ For: PUD
Land Use Variation: _____ For: _____

Land Use: _____ Current: S.F. and Vacant
Proposed: Townhomes
Site Gross Area: 4.59 Acres
of Units Total: 49 (10- 2BR / 39-3BR) estimated
1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

No further comments

RECEIVED

OCT 12 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Jeff Bohner

10/12/16

Environmental Health Officer

Date

James McCalister

10/12/16

for

Direc
Date



Planning & Community Development Dept. Review

September 19, 2016

REVIEW ROUND 1

Project: 3216 – 3234 N. Old Arlington Heights Road
Lexington Heritage Townhomes

Case Number: PC 16-021

General:

37. Responses to numbers 7, 9-12, 14, 16-18, 21, 22, 24-30, and 32-36 are acceptable.
38. The response to #8 is not complete. What has been provided is an affordable housing study. If the demographic info and information on comparative market positioning is to be used to demonstrate a market for the proposed condo's, then a 1-2 page summary must be included which explains how the data leads to this conclusion.
39. The response to #13 is noted. Staff agrees that the following Variations have been identified relative to the **individual townhome lots.**
- a. A Variation from Chapter 28, Section 5.1-6.3 to reduce the required minimum lot size from 3,500 sq. ft. to 1,200 sq. ft. on lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.
 - b. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,020 sq. ft. on lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.
 - c. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 2,238 sq. ft. on lots 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-4, 8-1, 8-6, 9-1, and 9-6.
 - d. A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,975 sq. ft. on lots 4-2, 4-3, 5-2, 5-3, 6-2 thru 6-4, 7-2, 7-3, 8-2 thru 8-5, and 9-2 thru 9-5.
 - e. On the above lot size Variations it is assumed that all units will be 3 bedroom units, although if the buyer opts for a 2 bedroom unit the minimum required lot size will be less and the proposed Variation will therefore accommodate for in this scenario.
 - f. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from 30' to 3' for lots 1-1 thru 3-6.
 - g. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from 26' to 1.5' for lots 4-1 thru 9-6.
 - h. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.5' to 0' on lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.
 - i. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.13' to 0' on lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.
 - j. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback 7' to 0' on lots 4-1 thru 9-6.
 - k. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from 35' to 4' on lots 1-1 thru 3-6.
 - l. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from 31' to 19.25' on lots 4-1 thru 9-6.
 - m. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 76% for Lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.
 - n. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 85% on Lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.
 - o. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 60% on Lots 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-4, 8-1, 8-6, 9-1, and 9-6.

- a. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 41' to 31' for Townhome Buildings 8 and 9.
- b. A Variation from Chapter 28, Section 5.1-6.9(a) to reduce the minimum spacing requirements between Townhome Buildings 8 and 9 from 50' to 34'.
- c. A Variation from Chapter 28, Section 5.1-6.9(a) to reduce the minimum spacing requirements between Townhome Buildings 6 and 7 from 50' to 40'.
- d. A Variation from Chapter 28, Section 11.2-11.2 to allow off-street parking spaces to be located in the front yard setback (relative to the northern most guest parking stall which is setback approximately 18' from the front yard line and required to be setback a minimum of 25').
- e. A Variation from Chapter 28, Section 6.13-3b to increase the maximum height of fences from 5' to 6' tall in the rear yard to allow board on board fences in the rear yards of the units in Townhome Buildings 4 thru 9.

44. The responses to Tree Preservation (#1 thru #2) and Landscape (#1 - thru #9) comments are acceptable.

Prepared by: SAM HABARI

VIA UPS GROUND

October 31, 2016

Village of Arlington Heights
Attn: Sam Hubbard
33 S. Arlington Heights Road
Arlington Heights, IL 60005
(847) 368-5000

RE: Pre-Submittal Review – Lexington Heritage
2nd Response to Interoffice Memorandum
Haeger File No.: 16-003

Sam Hubbard:

Enclosed for your review and approval are the following revised plans:

- Four (4) 24x36 & (4) 11x17 sets of Preliminary Engineering Plans
- Four (4) 24x36 & (4) 11x17 sets of Preliminary PUD Plat
- Four (4) 24x36 & (4) 11x17 sets of Preliminary Plat of Subdivision
- One (1) VAH Police Department Information Card

The attached plans have been revised per the comments in your second review letter dated 10/19/2016. The original review comments are shown in *italics*, with our responses immediately below in **bold** text.

Fire Safety Division

1. *The pavement added to exit fire apparatus on to Country Lane should be of sufficient material to support the weight of the heaviest fire apparatus. Consider changing from proposed standard duty road to heavy duty road. NOTE: Should some type of traffic obstruction be planned to prevent unauthorized access any proposed material or method must be approved prior to its installation.*

We have revised the pavement to heavy duty and have proposed two drop down bollards for the fire exit.

2. *Per previous discussion it was expected that the drive on the opposite side of the above mentioned exit was to be shortened and was to terminate prior to the current proposed location.*

Comment apparently resolved by Bernie Lyons email on 10/20/2016.

3. *Per previous discussion the front yards along Old Arlington Heights Road and Country Lane were to me designated where at no time would it be permissible to erect a fence of any kind in the front yards as they will be part of the emergency access planning.*

No fence shall be erected in the front yard, and will be addressed in the HOA Declaration of Coenants.

Engineering Department

11. *The responses made by the petitioner to comments #11-15, 18, 20, 22-24, & 26-31 are acceptable.*

Noted



12. *The response made by the petitioner to comment #16 is noted. Final approval will require final detention calculations as specified.*

Noted

13. *The response made by the petitioner to comment #17 is noted. Provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. No wall pack style fixtures will be permitted. The light fixtures should include optics to provide Night Sky Compliant illumination.*

The exact lighting unit to be mounted to the buildings is still under consideration, and shall be provided to the village along with an updated photometric plan during final engineering.

14. *The response made by the petitioner to comment #19 is noted. The fire access driveway must also be constructed as a heavy duty pavement cross section.*

The fire access driveway has been revised to heavy duty pavement.

15. *The response made by the petitioner to comment #21 is noted. The water meter vaults are to be constructed entirely on private property, just inside the ROW line, not within the public ROW. If constructed beneath pavement, the vaults must be designed to HS-25 loading standards. Stamped structural drawings will be required.*

The meters have been moved to be within the site. Stamped structural drawings will be provided for vaults constructed beneath the pavement.

16. *The response made by the petitioner to comment #25 is partially addressed. Curb shall stop at the sidewalk and not run through the sidewalk.*

We have added a note to stop the curb and have replaced the area with detectable warnings.

Arlington Heights Fire Department

17. *Paved fire exit discharging onto Country Lane must be constructed to support the weight of our apparatus.*

We have revised the pavement specifications to be heavy duty.

18. *Security for this fire exit may consist of a bollard. Lt. Larson is able to discuss styles and types which are acceptable.*

We have included 2 collapsible bollards on these plans in order to initiate conversation on what types the Village will allow. Details will be provided upon final engineering.

Arlington Heights Police Department

19. *The character of use is consistent with the area and is not a concern.*

Noted.

20. *This is a new project and all lighting should be up to code. Special attention should be given to illuminating parking and other common areas to prevent criminal activity.*

Noted.



21. *There are no traffic problems at this location.*

Noted.

22. *This is not a problem area in relation to traffic accidents.*

Noted.

23. *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.*

An Emergency Information Card has been filled out and included in this submittal.

Planning & Community Development Department

General:

24. *Responses to numbers 7, 9-12, 14, 16-18, 21, 22, 24-30, and 32-36 are acceptable.*

Noted

25. *The response to #8 is not complete. What has been provided is an affordable housing study. If the demographic info and information on comparative market positioning is to be used to demonstrate a market for the proposed condo's, then a 1-2 page summary must be included which explains how the data leads to this conclusion.*

This revision shall be provided to the Village under a separate cover letter shortly.

26. *The response to #13 is noted. Staff agrees that the following Variations have been identified relative to the individual townhome lots.*

- a. *A Variation from Chapter 28, Section 5.1-6.3 to reduce the required minimum lot size from 3,500 sq. ft. to 1,200 sq. ft. on lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.*

Noted

- b. *A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,020 sq. ft. on lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.*

Noted

- c. *A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 2,238 sq. ft. on lots 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-4, 8-1, 8-6, 9-1, and 9-6.*

Noted

- d. *A Variation from Chapter 28, Section 5.1-6.3 to reduce the minimum lot size from 3,500 sq. ft. to 1,975 sq. ft. on lots 4-2, 4-3, 5-2, 5-3, 6-2 thru 6-4, 7-2, 7-3, 8-2 thru 8-5, and 9-2 thru 9-5.*

Noted



- e. *On the above lot size Variations it is assumed that all units will be 3 bedroom units, although if the buyer opts for a 2 bedroom unit the minimum required lot size will be less and the proposed Variation will therefore accommodate for in this scenario.*

Noted

- f. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from 30' to 3' for lots 1-1 thru 3-6.*

Noted

- g. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required front yard setback from 26' to 1.5' for lots 4-1 thru 9-6.*

Noted

- h. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.5' to 0' on lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.*

Noted

- i. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 7.13' to 0' on lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.*

Noted

- j. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback 7' to 0' on lots 4-1 thru 9-6.*

Noted

- k. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from 35' to 4' on lots 1-1 thru 3-6.*

Noted

- l. *A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required rear yard setback from 31' to 19.25' on lots 4-1 thru 9-6.*

Noted

- m. *A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 76% for Lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.*

Noted

- n. *A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 85% on Lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.*

Noted

- o. *A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 60% on Lots 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-4, 8-1, 8-6, 9-1, and 9-6.*



Noted

- p. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable Building Lot Coverage from 35% to 67% on Lots 4-2, 4-3, 5-2, 5-3, 6-2 thru 6-4, 7-2, 7-3, 8-2 thru 8-5, and 9-2 thru 9-5.

Noted

- q. A Variation from Chapter 28, Section 5.3-2 to increase the maximum allowable F.A.R. from 150% to 180% for Lots 1-1, 1-6, 2-1, 2-7, 3-1, and 3-6.

Noted

- r. A Variation from Chapter 28, Section 5.1-6.5 to increase the maximum allowable F.A.R. from 150% to 205% on Lots 1-2 thru 1-5, 2-2 thru 2-6, and 3-2 thru 3-5.

Noted

- s. A Variation from Chapter 28, Section 6.6-5 to allow decks on Lots 1-1 thru Lot 3-6 to be setback 0' from the rear lot line.

Noted

- t. A Variation from Chapter 28, Section 6.6-5.1 to allow bay windows to project 2' into the side yard on Lots 1-1, 1-6, 2-1, 2-7, 3-1, 3-6, 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-4, 8-1, 8-6, 9-1, and 9-6.

Noted

- u. A Variation from Section 6.6-5.1 to allow Central Air Conditioning Units to encroach outside of the buildable area and into the required side and rear yards up to 0' setback from the side and rear lot lines on lots 1-1 thru 9-6.

Noted

27. The response to #15 is noted. Staff agrees that the following Variations have been identified relative to the overall PUD.

- v. A Variation from Chapter 28, Section 5.1-6.4.1 to reduce the required side yard setback from 41' to 31' for Townhome Buildings 8 and 9.

Noted

- w. A Variation from Chapter 28, Section 5.1-6.9(a) to reduce the minimum spacing requirements between Townhome Buildings 8 and 9 from 50' to 34'.

Noted

- x. A Variation from Chapter 28, Section 5.1-6.9(a) to reduce the minimum spacing requirements between Townhome Buildings 6 and 7 from 50' to 40'.

Noted

- y. A Variation from Chapter 28, Section 11.2-11.2 to allow off-street parking spaces to be located in the front yard setback (relative to the northern most guest parking stall which is setback approximately 18' from the front yard line and required to be setback a minimum of 25').



Noted

- z. A Variation from Chapter 28, Section 6.13-3b to increase the maximum height of fences from 5' to 6' tall in the rear yard to allow board on board fences in the rear yards of the units in Townhome Buildings 4 thru 9.*

Noted

- 28. The response to #19 needs to be clarified. Please provide the T/W and B/W for the tallest section of all of the retaining walls. There are six retaining walls proposed and only 3 have the T/W and B/W measurements.*

Detailed wall elevations shall be provided upon final engineering. The spot elevations shown on the plans illustrate the maximum height intended, and are now showing on the plans.

- 29. The response to #20 is noted. Thank you for providing the Versa-Lok retaining wall system cut sheet. However, please clarify what specific style and color of unit from Versa-Lok that is being proposed (Standard? Cobble? Ultra? Bronco? Etc.)*

The exact color and style of the retaining wall is still under consideration and shall be provided to the Village upon final engineering.

- 30. The response to #23 shows AC pads in locations that require a Variation. The following Variation is therefore needed for the overall PUD: A Variation to Section 6.6-5.1 to allow Central Air Conditions Units to encroach into the side and rear yard setbacks. This Variation has been added to the list above.*

Noted.

- 31. The responses to Tree Preservation (#1 thru #2) and Landscape (#1- thru #9) comments are acceptable.*

Noted.

Public Works

- 1. Two sanitary manholes are referenced as Sanitary MH1, please sequence them properly for future reference.*

The numeric labels on the sanitary manholes have been revised.

- 2. There seems to be a dark spot in front of lots 2-6 & 2-7, please provide proper light spacing to cover this area.*

A revised lighting plan which will include the building mounted lights is being prepared for final engineering. The current plan only considers the lighting levels generated by the street lights.

- 3. Provide pipe material and diameter information for all segments of water, sanitary and storm water piping.*

Pipe material, sizes, depths and slopes shall be provided in final engineering.

- 4. Provide inverts for all storm water structures.*

Pipe material, sizes, depths and slopes shall be provided in final engineering.

- 5. Provide sanitary, storm and water main inverts for all utility crossings.*

Pipe material, sizes, depths and slopes shall be provided in final engineering. A crossing table will also be provided.



6. *Connections to existing water mains at Valve Vaults 1 & 2 must be pressure connections.*

The plans now clarify that the future connect shall be a pressure connection.

7. *Provide annotation for Water Meter Vault #2.*

Annotations for both water meter vaults have been included on these plans.

8. *Provide details (for review) of the proposed connections to the Village storm and sanitary sewers.*

Details of the above connections shall be provided in the final engineering plans for Village review.

9. *Please provide a detail outlining the water and sewer connections to all proposed buildings with water shut-off locations.*

Details of the above connections shall be provided in the final engineering plans for Village review.

10. *Fire exit shall be decorative to reduce confusion from drivers. Will a gate be provided?*

Drop down bollards have been proposed to clearly indicate limited emergency access. Decorative pavement can be included as well.

11. *Verify that minimal driveway standards meet Village code.*

Individual driveway pavement cross sections have been designed with reference to similar projects. If the Village has a minimum pavement structural number required for the driveway, or a preferred pavement cross section, we would be happy to revise our plans accordingly.

12. *Provide details how storm vault is accessed for maintenance. Additional clean out may be needed.*

Storm vaults are typically accessed from the risers located above the structure. A complete set of details shall be provided within the final engineering plans.

13. *Blind connections to storm sewer on Old Arlington Heights Road not approved without further detail.*

Blind connections have been proposed in order to maintain the IEPA minimum 10' separation from the existing watermain to the west. Full details shall be provided with the final engineering plans.

14. *Truncated domes and handicapped ramps required at all roadway intersections.*

ADA panels have been called out on the plans at these intersections, and shall be truncated domes as requested.

15. *Provide planting proposal for Old Arlington Heights Road and Country Lane.*

A list of plantings will be included in the landscape plans.

16. *3' minimum patches required for all curb and gutter replacements.*

Note #2 has been added to the demolition plan clarifying this.



17. *Private stairs adjacent to public sidewalk must have an adequate landing prior to intersection and railing may not interfere with walk.*

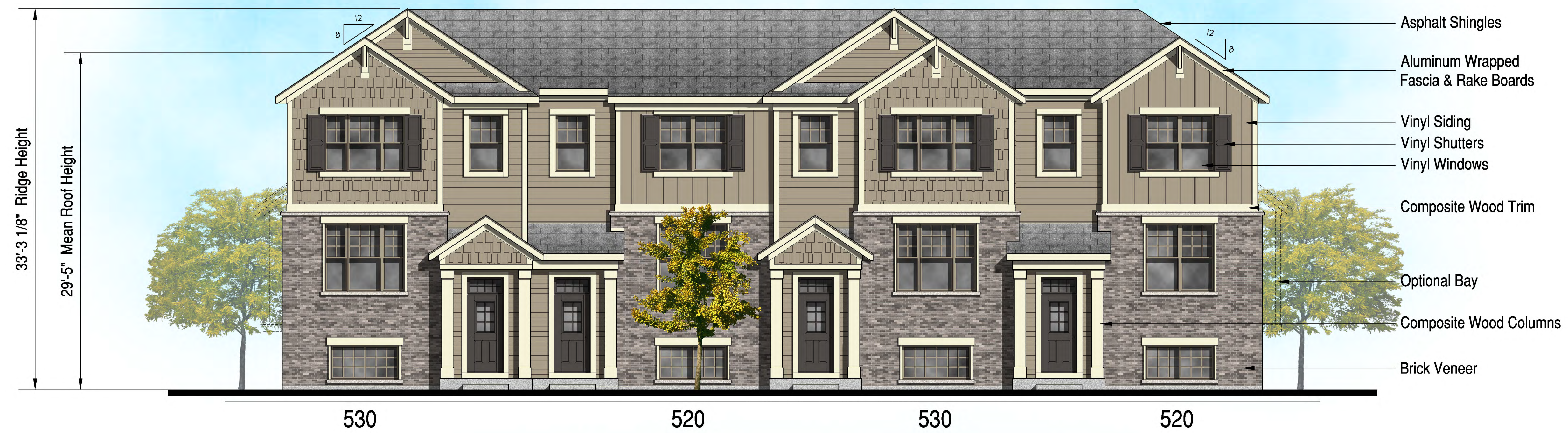
No railings have been proposed on the service walks adjacent to the public sidewalks on Old Arlington Heights Rd or Country Lane. The narrowest landing width provided is nearly 2'. If larger widths are required, please advise and we can update our plans accordingly.

This concludes our resubmittal. Should you require further information or have any questions, please do not hesitate to contact us.

Sincerely,

HAEGER ENGINEERING, LLC

Timothy J. Burda, P.E.
Project Manager



Front Elevation - Color Scheme 1

SCALE: 3/16"=1'-0"



Front Elevation - Color Scheme 2

SCALE: 3/16"=1'-0"

Assembly Elevations

Lexington Heritage
Arlington Heights, IL



530

Left Elevation - Color Scheme 2

SCALE: 3/16"=1'-0"



520

Right Elevation - Color Scheme 2

SCALE: 3/16"=1'-0"



520

530

520

530

Rear Elevation - Color Scheme 2

SCALE: 3/16"=1'-0"

Assembly Elevations

Lexington Heritage
Arlington Heights, IL

Lexington Homes

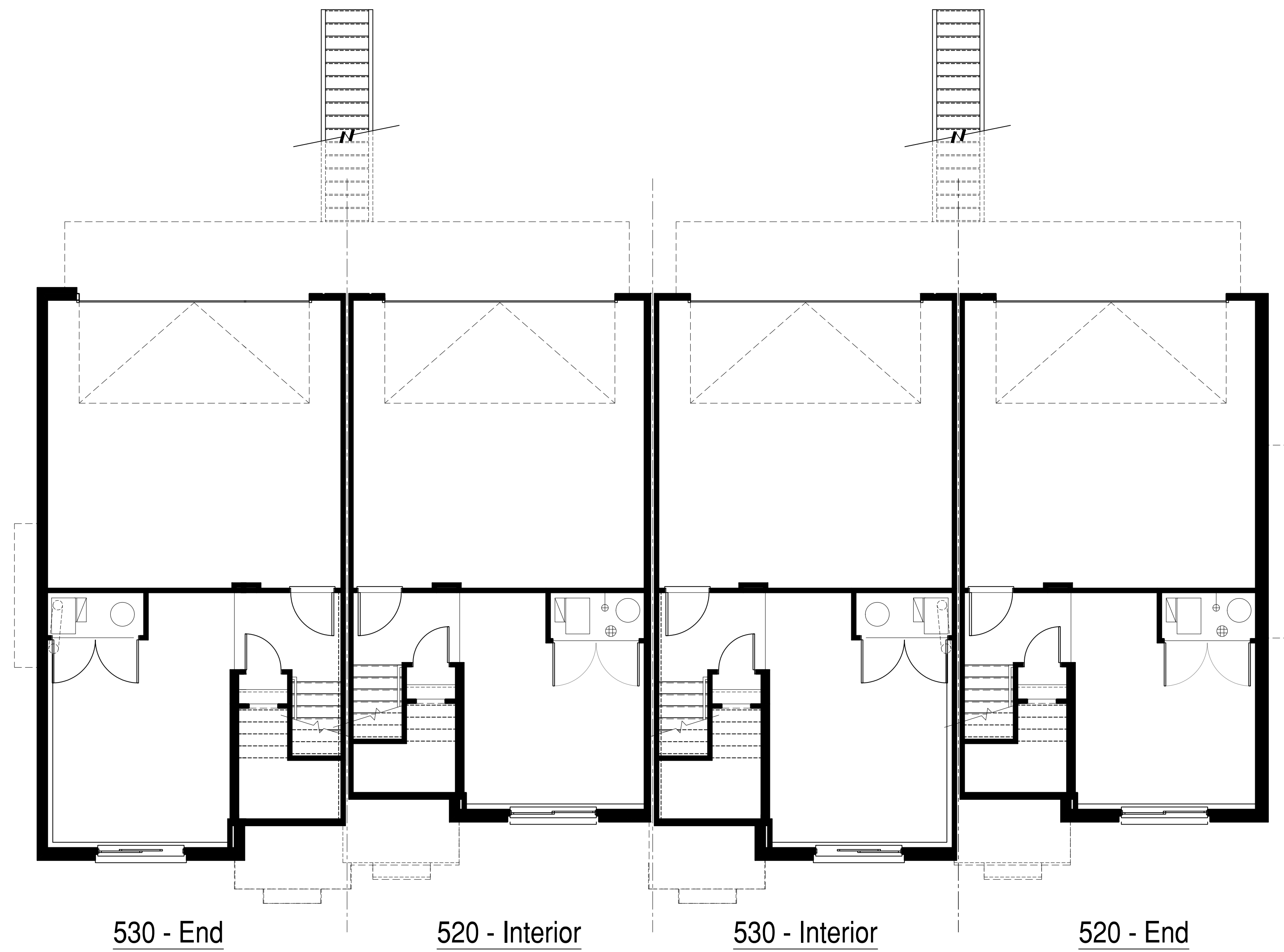
bsbdesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e., applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.)

09-16-2016

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Lower Floor Plan

SCALE: 3/16" = 1'-0"

Assembly Plans

Lexington Heritage
Arlington Heights, IL

09-16-2016

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Main Floor Plan

SCALE: 3/16" = 1'-0"

Assembly Plans

Lexington Heritage
Arlington Heights, IL

09-16-2016

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Upper Floor Plan

SCALE: 3/16" = 1'-0"

Assembly Plans

Lexington Heritage
Arlington Heights, IL

09-16-2016

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Front Elevation - Color Scheme 1

SCALE: 3/16"=1'-0"



Front Elevation - Color Scheme 2

SCALE: 3/16"=1'-0"

Assembly Elevations

Lexington Heritage
Arlington Heights, IL

Lexington Homes

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09-16-2016

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815

Left Elevation - Color Scheme 1

SCALE: 3/16"=1'-0"



830

Right Elevation - Color Scheme 1

SCALE: 3/16"=1'-0"



830

815

830

830

815

Rear Elevation - Color Scheme 1

SCALE: 3/16"=1'-0"

Assembly Elevations

Lexington Heritage

Arlington Heights, IL

Lexington Homes

bsbdesign.com

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09-16-2016

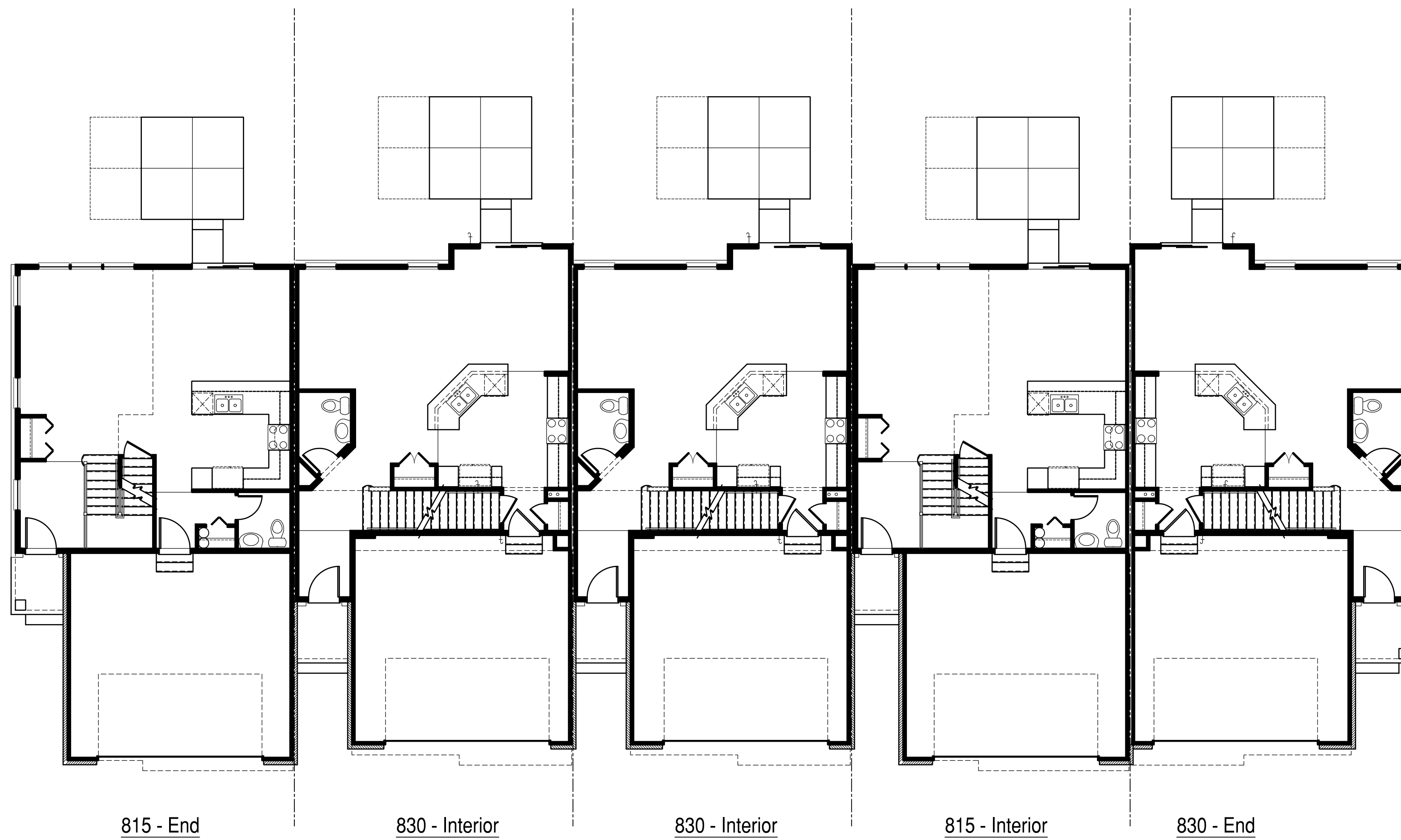
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Upper Floor Plan

SCALE: 1/8"=1'-0"



Main Floor Plan

SCALE: 1/8"=1'-0"

Assembly Plans

Lexington Heritage
Arlington Heights, IL

Lexington Homes

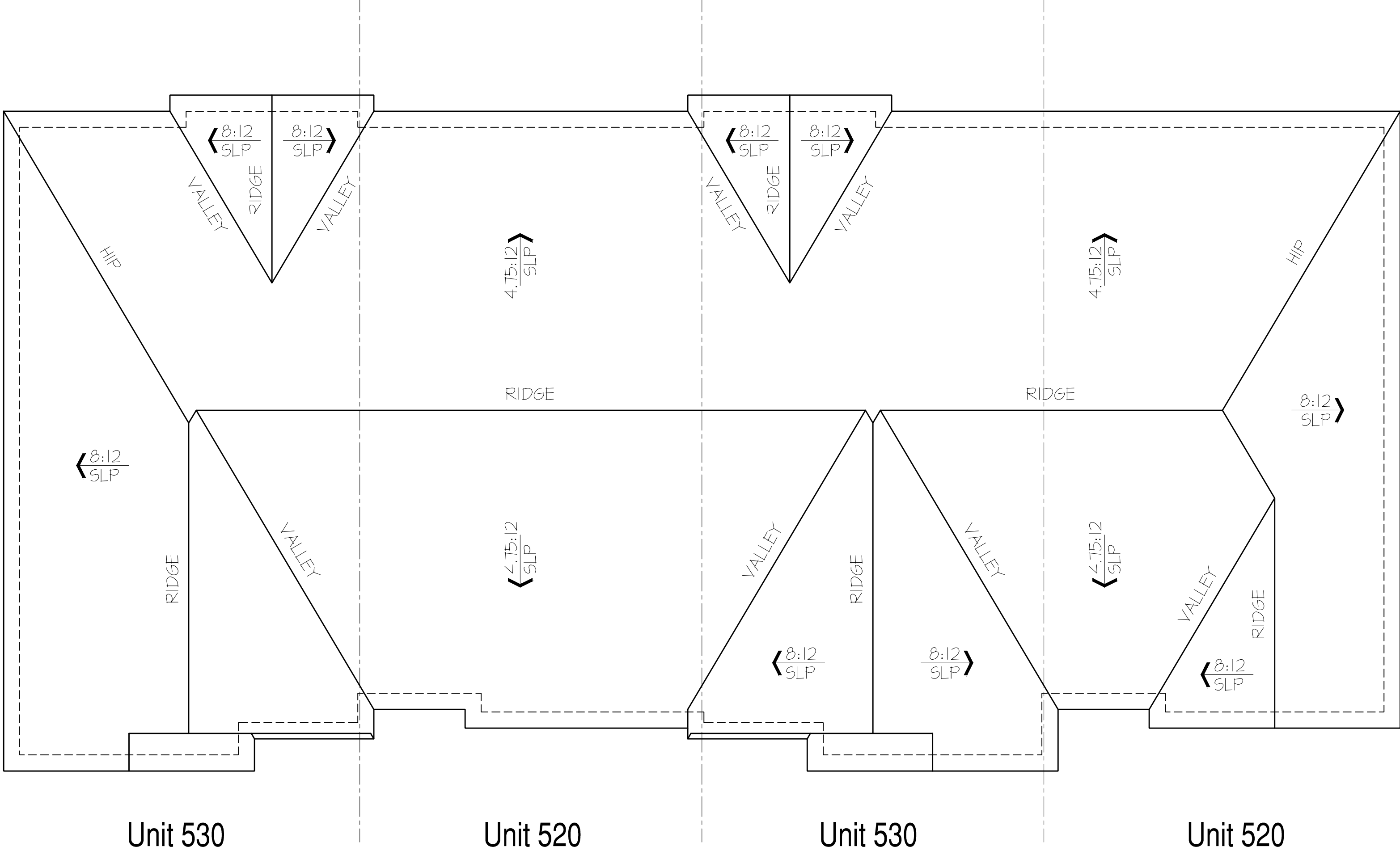
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09-16-2016

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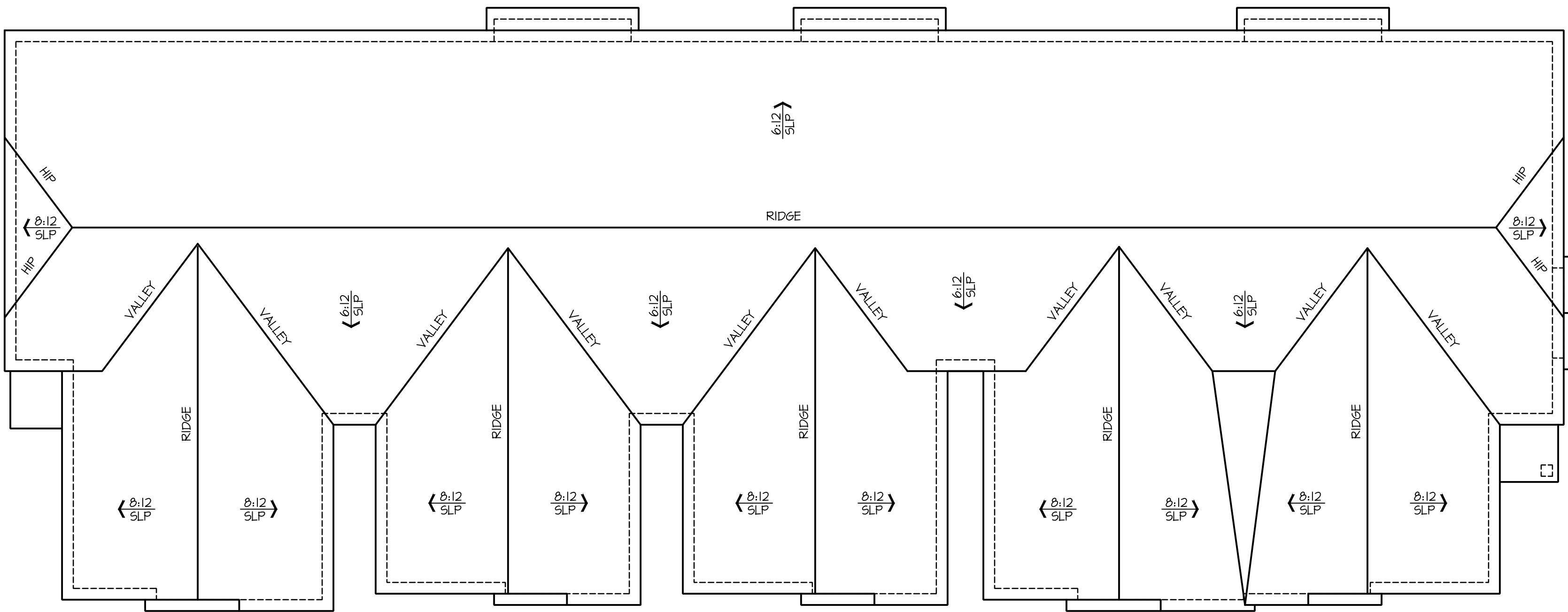
Roof Plan

SCALE: 3/16" = 1'-0"

Assembly Plans

Lexington Heritage

Arlington Heights, IL



Roof Plan

SCALE: 1/8"=1'-0"

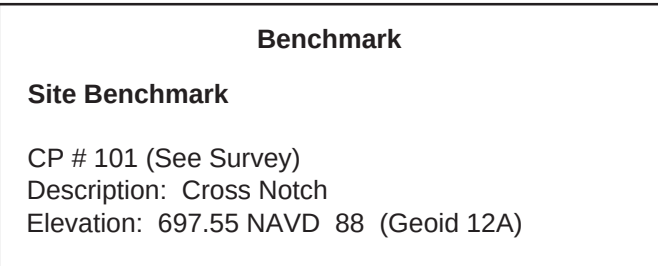
Assembly Plans

Lexington Heritage

Arlington Heights, IL



LOTS 17, 18, 19, 20, AND 21 IN FREEDOM SMALL FARMS, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS



LEGEND			
	Manhole		Utility Pole
	Catch Basin		Telephone Pedestal
	Inlet		Telephone Manhole
	Flared End Section		Telephone Line
	Headwall		Mailbox
	Storm Sewer		Curb & Gutter
	Sanitary Sewer		Depressed Curb
	Water Main		Curb Elevation
	Fire Hydrant		Gutter/Pavement Elevation
	Valve Vault		Pavement Elevation
	Valve Box		Sidewalk Elevation
	B-B box		Ground Elevation
	Well Head		Contour Line
	Light Pole		Deciduous Tree
	Fence		Coniferous Tree
	Pipe Bollard		Record
	Sign		On Line
	Gas Meter		
	Electric Line		
	Overhead Utility Line		
	Electric Meter		
	Gen Wire		

1. Field work was completed on April 26, 2018.
2. The Horizontal coordinates and date of bearing shown hereon are based on NAD 83(2011) Illinois East Zone 1201 State Plane Coordinates as referenced from Kara Company's RTK Network.
3. The Elevation datum referenced hereon is based on NAVD 88 (Geoid 12A) as referenced from Kara Company's RTK Network.
Utility information shown hereon is based upon field measurements, available records, and information from field personnel to which it is visible and can be measured. This survey does not exclude the possibility of the existence of other underground utilities and/or structures. Record information is based upon data collected from both public and private sources. The completeness and/or accuracy of these records cannot be guaranteed except for what is specifically identified by field measurement. Prior to any excavation contact J.U.L.I.E. (1-800-892-0123).

Ordered By: Lexington Homes
Order No.: 16-002 | Lot No.: 17-21

By: _____
Illinois Professional Land Surveyor No. 3695

BOUNDARY & TOPOGRAPHIC SURVEY

Project Manager: LA
Engineer: JW
Date: 2016-06-01
Project No. 1600
Sheet 1

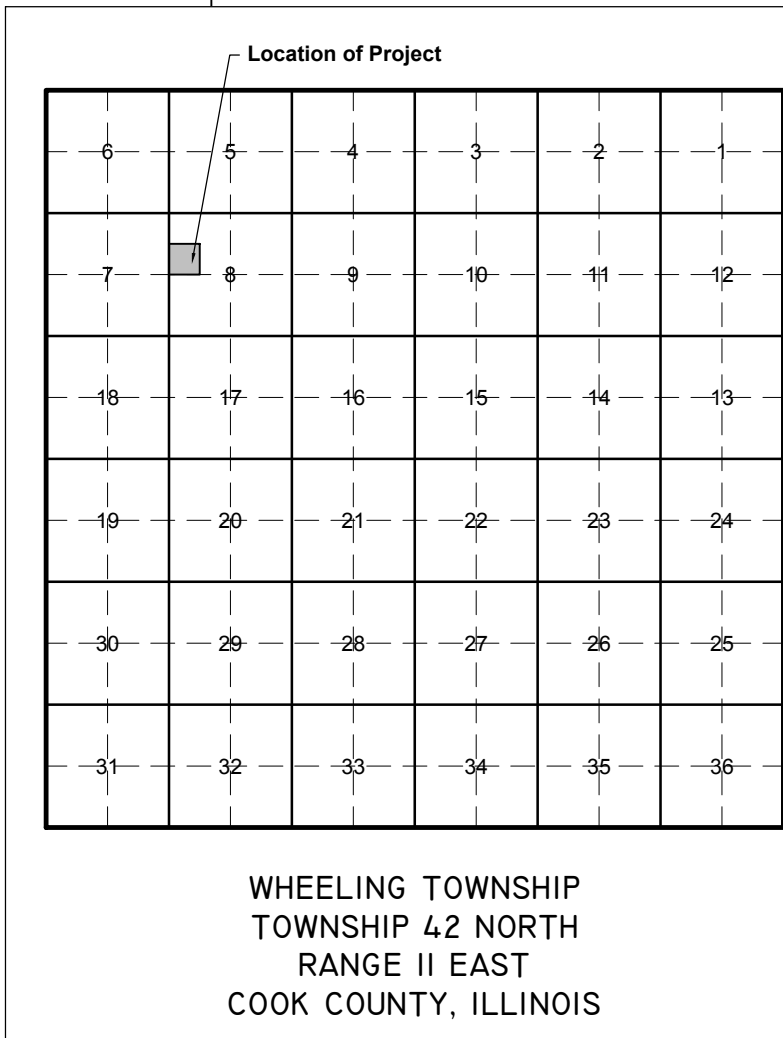
Lexington Homes
1731 Marcey Street, Suite 200
Chicago, IL
Tel: 847-875-8289
Fax: 773-60-0301

Haeger Engineering LLC
Illinois Prof. Design Firm #184-003152
1304 N. Plum Grove Road
Schaumburg, IL 60173
Tel: 847-394-6600
Fax: 847-394-6608
www.haegerengineering.com

33 S Arlington Heights Rd
Arlington Heights, IL 60005
Tel: 847-368-5000

OF

LOTS 17, 18, 19, 20, AND 21 IN FREEDOM SMALL FARMS, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS


HAEGER ENGINEERING
consulting engineers • land surveyors

100 East State Parkway, Schaumburg, IL 60173
Tel: 847.394.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com

DEVELOPER / SUBDIVIDER:

Lexington Homes
1731 Marcey Street, Suite 200
Chicago, IL
Tel: 847-875-8289
Fax: 773-60-0301

PREPARED BY:

Haeger Engineering LLC
Illinois Prof. Design Firm #184-003152
1304 N. Plum Grove Road
Schaumburg, IL 60173
Tel: 847-394-6600
Fax: 847-394-6608
www.haegerengineering.com

VILLAGE OF ARLINGTON HEIGHTS

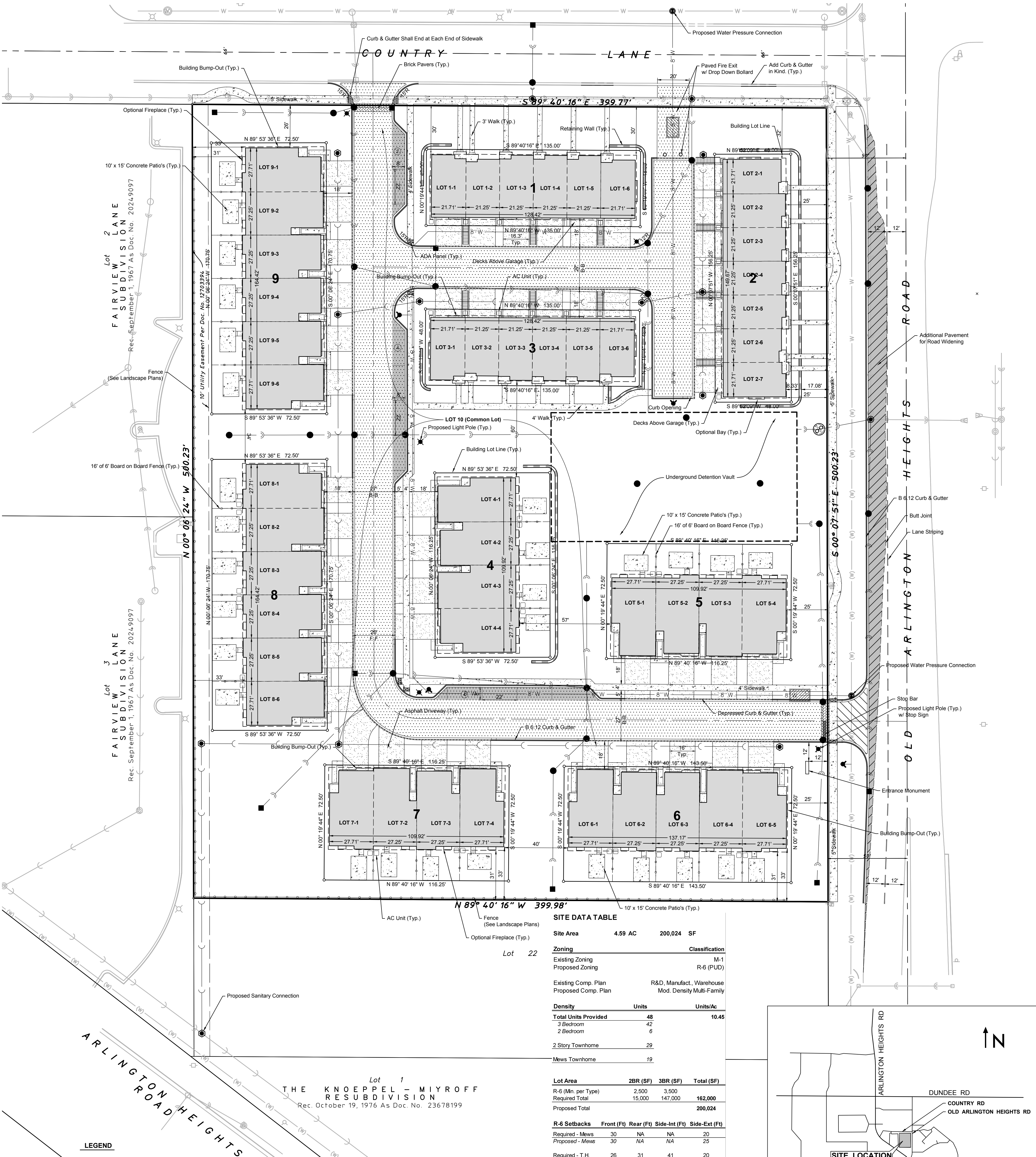
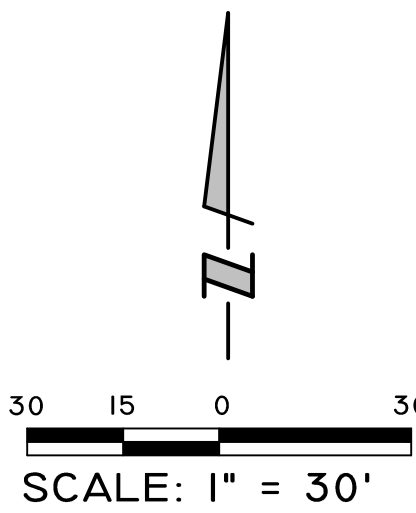
33 S Arlington Heights Rd
Arlington Heights, IL 60005
Tel: 847-368-5000

PRELIMINARY PLANNED UNIT DEVELOPMENT PLAT
OF
LEXINGTON HERITAGE

SHEET 1 OF 1

LEGAL DESCRIPTION

LOTS 17, 18, 19, 20, AND 21 IN FREEDOM SMALL FARMS, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS



SITE DATA TABLE

Site Area	4.59 AC	200,024 SF
Zoning	Classification	
Existing Zoning	M-1	
Proposed Zoning	R-6 (PUD)	
Existing Comp. Plan	R&D, Manufact., Warehouse	
Proposed Comp. Plan	Mod. Density Multi-Family	
Density	Units	Units/Ac
Total Units Provided	48	10.45
3 Bedroom	42	
2 Bedroom	6	
2 Story Townhome	29	
Mews Townhome	19	

Lot Area	2BR (SF)	3BR (SF)	Total (SF)
R-6 (Min. per Type)	2,500	3,500	
Required Total	15,000	147,000	162,000
Proposed Total			200,024

R-6 Setbacks	Front (Ft)	Rear (Ft)	Side-Int (Ft)	Side-Ext (Ft)
Required - Mews	30	NA	NA	20
Proposed - Mews	30	NA	NA	25
Required - T.H.	26	31	41	20
Proposed - T.H.	26	31	31	25

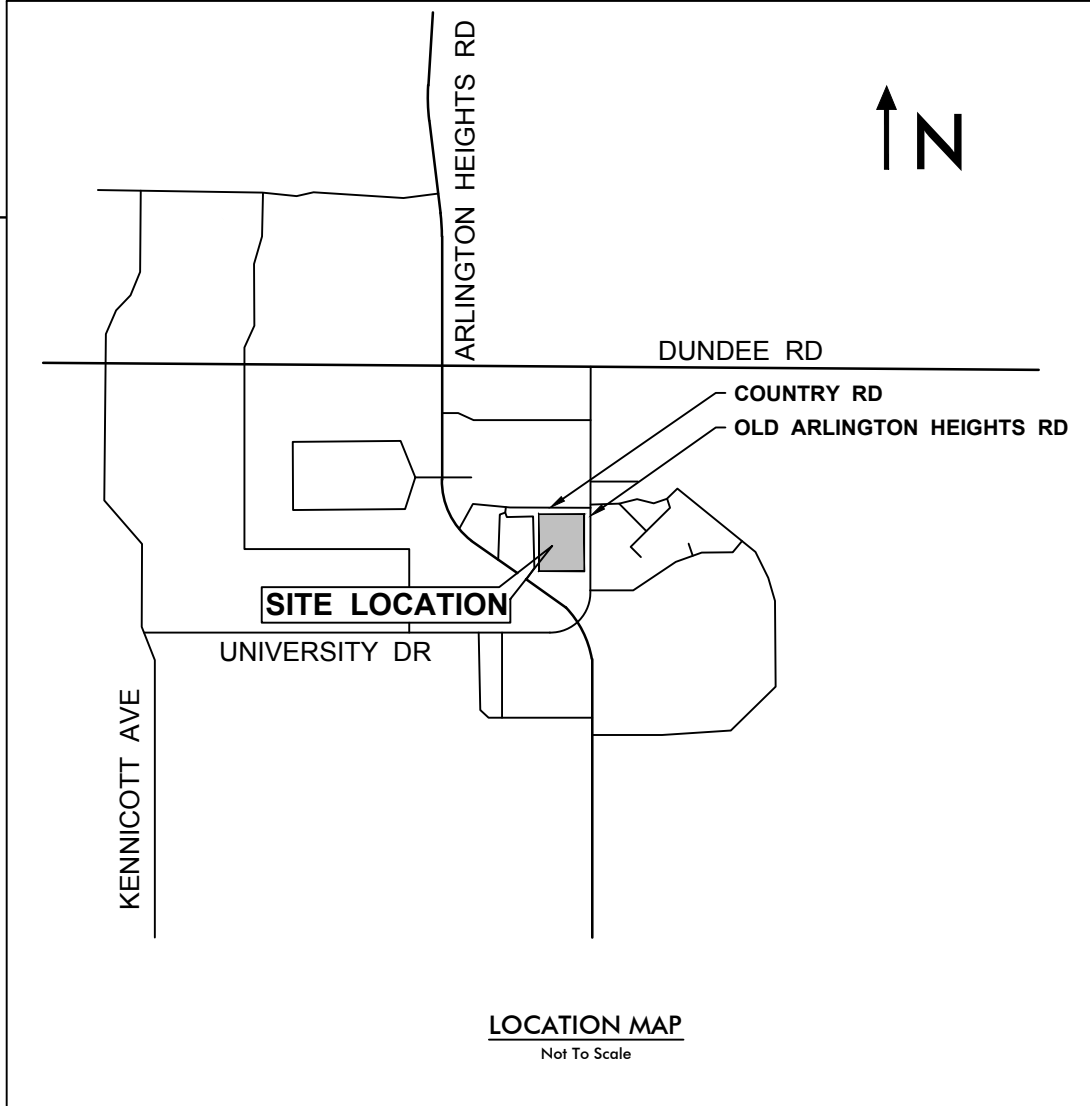
Front Yard:	Country Lane
Rear Yard:	South Property Line
Side Interior:	West Property Line
Side Exterior:	Old Arlington Heights Rd

Parking	Spaces	Spaces / Unit
Guest	10	0.21:1
Driveway	96	2.1
Garage	96	2.1
TOTAL	202	4.21:1

Coverage	Area (SF)	Area (Ac)	Area (%)
Impervious	105,805	2.43	52.9%
Buildings (w/ stoop)	53,344	1.22	26.7%
Pavement - Road	26,166	0.60	13.1%
Pavement - Driveway	15,385	0.35	7.7%
Sidewalk / Patio	10,910	0.25	5.9%
Pervious	94,219	2.16	47.1%
TOTAL	200,024	4.59	

Floor Area	Area (SF)	F.A.R (%)
Total	99,655	49.8%

Notes:
1) Trash storage area's to be located within individual garages
2) Bedroom mix shown is an estimate and subject to change



REVISED: OCTOBER 31, 2016
REVISED: OCTOBER 15, 2016

HAEGER ENGINEERING
consulting engineers • land surveyors

100 East State Parkway, Schaumburg, IL 60173
Tel: 847.394.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com

LEXINGTON HERITAGE
PRELIMINARY ENGINEERING PLANS
OLD ARLINGTON HEIGHTS RD & COUNTRY LN
SECTION 8 TOWNSHIP 42 NORTH RANGE 11 EAST
ARLINGTON HEIGHTS, ILLINOIS
COOK COUNTY

DEVELOPER / SUBDIVIDER:

Lexington Homes
1731 Marcey Street, Suite 200
Chicago, IL
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Fax: 773-60-0301

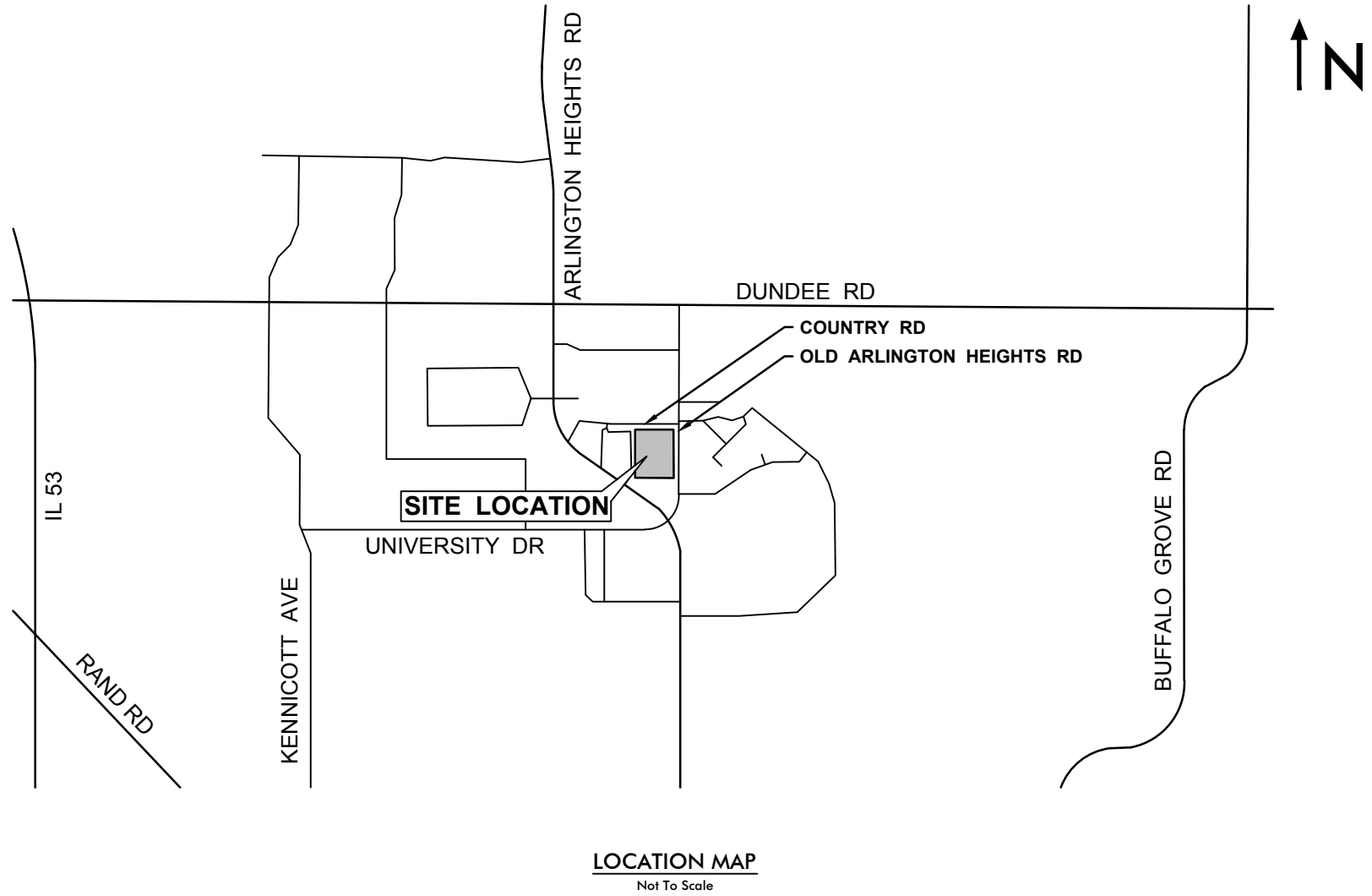
PREPARED BY:

Haeger Engineering LLC
Illinois Prof. Design Firm #184-003152
1304 N. Plum Grove Road
Schaumburg, IL 60173
Tel: 847-394-6600
Fax: 847-394-6608
www.haegerengineering.com

VILLAGE OF ARLINGTON HEIGHTS

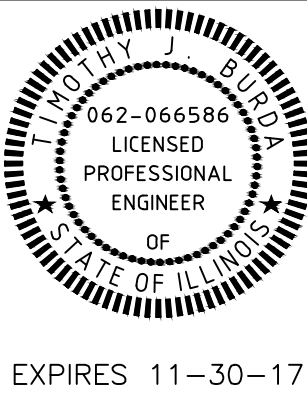
33 S Arlington Heights Rd
Arlington Heights, IL 60005
Tel: 847-368-5000

Benchmark
Site Benchmark
CP # 101 (See Survey)
Description: Cross Notch
Elevation: 697.55 NAVD 88 (Geoid 12A)



INDEX TO SHEETS	
NO.	DESCRIPTION
1	TITLE SHEET
2	EXISTING & DEMOLITION PLAN
3	GEOMETRY PLAN
4	GRADING PLAN
5	UTILITIES PLAN

Existing Symbol	Description	Proposed Symbol
	Storm Sewer Manhole	
	Catch Basin	
	Inlet	
	Flared End Section	
	Headwall	
	Area Drain	
	Sanitary Sewer Manhole	
	Clean Out	
	Storm Sewer Service	
	Sanitary Sewer Service	
	Water Main	
	Water Main Service	
	Fire Hydrant	
	Valve Vault	
	Valve Box	
	B-Box	
	Well Head	
	Light Pole	
	Hand Hole	
	Fence	
	Sign	
	Gas Valve	
	Gas Line	
	Electric Line	
	Overhead Utility Line	
	Electrical Pedestal	
	Electric Manhole	
	Guy Wire	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Telephone Line	
	Cable TV Pedestal	
	Mailbox	
	Number of Parking Stalls	
	Curb & Gutter	
	Reverse Pitch Curb & Gutter	
	Depressed Curb	
	Retaining Wall	
	Curb Elevation and Gutter/Pavement Elevation	
	Pavement Elevation	
	Sidewalk Elevation	
	Ground Elevation	
	Top of Wall Elevation	
	Bottom of Wall Elevation	
	Open Lid Frame & Grate	
	Closed Lid Frame & Lid	
	Swale	
	Hardscape Flow	
	Softscape Flow	
	Contour Line	
	Deciduous Tree	
	Coniferous Tree	
	Bush	
	Brushline	
	Soil Boring	
	Over Land Flow Route	



Revision	Date	No.
Per Village of Palatine Comments	10/27/2016	2
Per Village of Palatine Comments	10/5/2016	1

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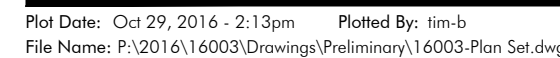
TITLE SHEET
PRELIMINARY ENGINEERING PLAN
LEXINGTON HERITAGE
ARLINGTON HEIGHTS, ILLINOIS

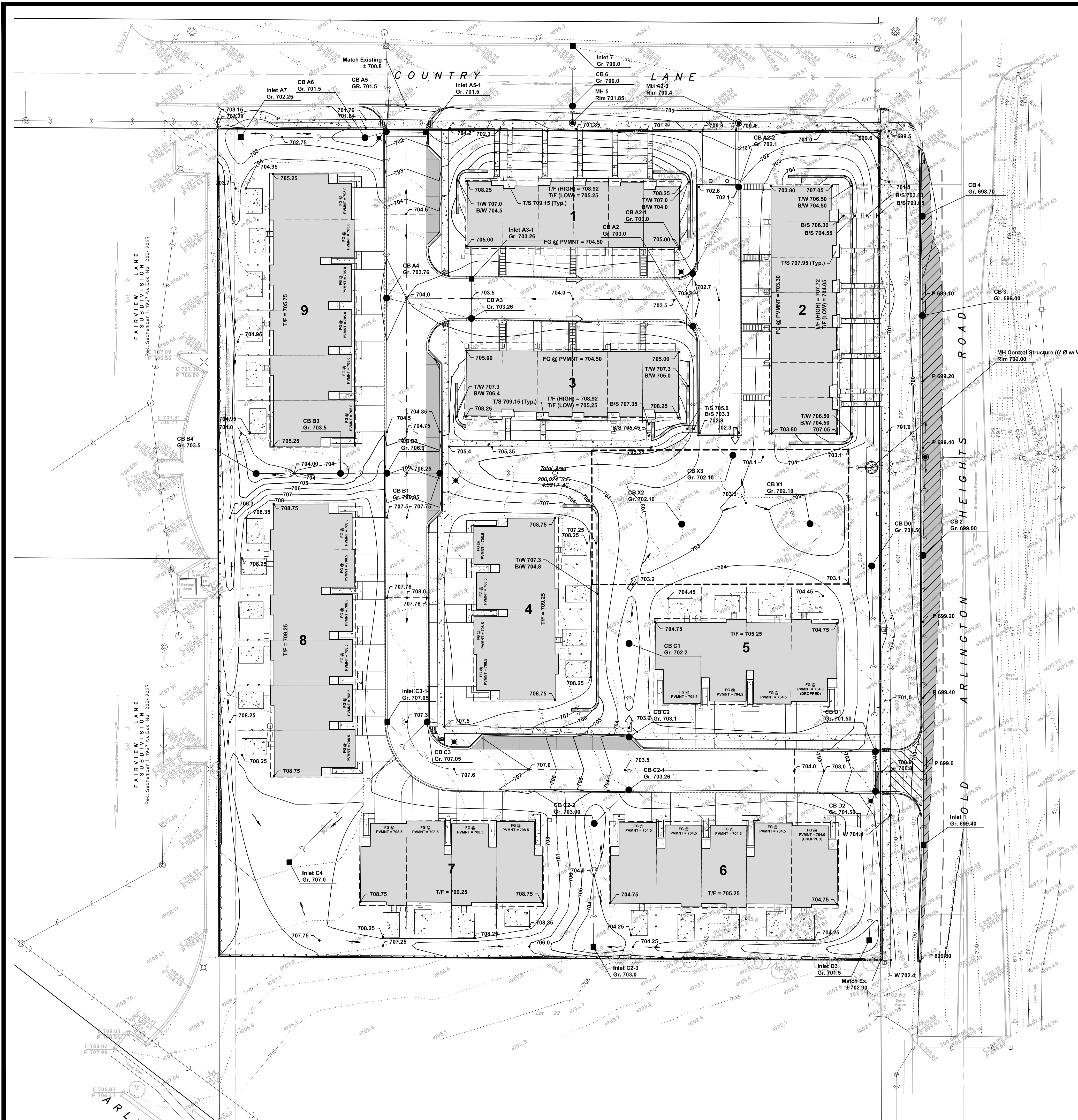
Project Manager:	T J B
Engineer:	D J V
Date:	07/15/2016
Project No.	16-003
Sheet	1 / 5



Know what's below.
Call before you dig.

Note:
Call 811 at least 48 hours, excluding weekends and holidays, before you dig.





A. Definitions and Constraints:

Site Area	4.59 Ac
Drainage Tributary Area	4.59 Ac
Release Rate	0.18 CFS/Ac
Allowable Release Rate	0.83 CFS
Site HWL (High Water Level)	700.00
Detention Vault Area	12,589 SF
Detention Vault Height	5.00 Ft
Restrictor Elevation	694.25
Restrictor Size	3.630 Inches
Restrictor Type	Orifice w/ Hood

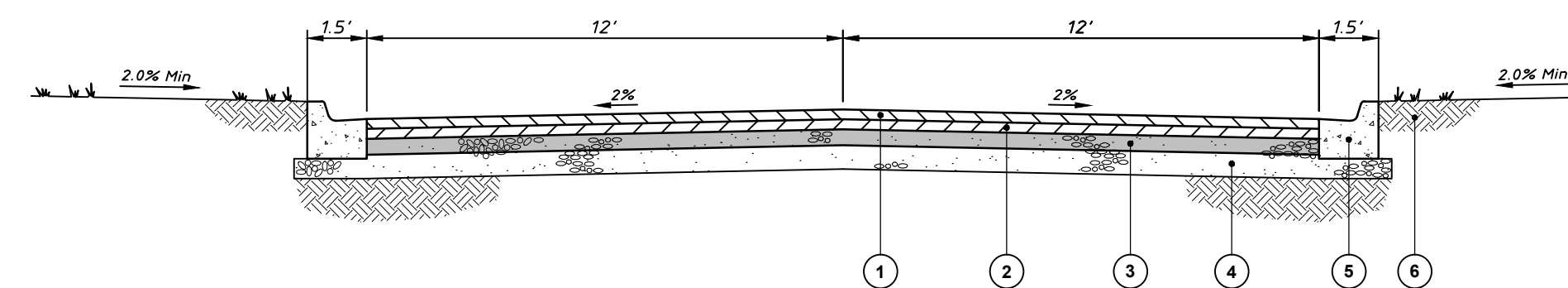
B. Coverage Summary:

	Sq. Ft	Acre	%	C - Factor
EXISTING Impervious Area=	40,513	0.93	20%	0.95
EXISTING Pervious Area=	159,511	3.66	80%	0.50
EXISTING Total =	200,024	4.59		0.59

	Sq. Ft	Acre	%	C - Factor
PROPOSED Impervious Area=	105,805	2.43	53%	0.95
PROPOSED Pervious Area=	94,219	2.16	47%	0.50
PROPOSED Total =	200,024	4.59		0.74

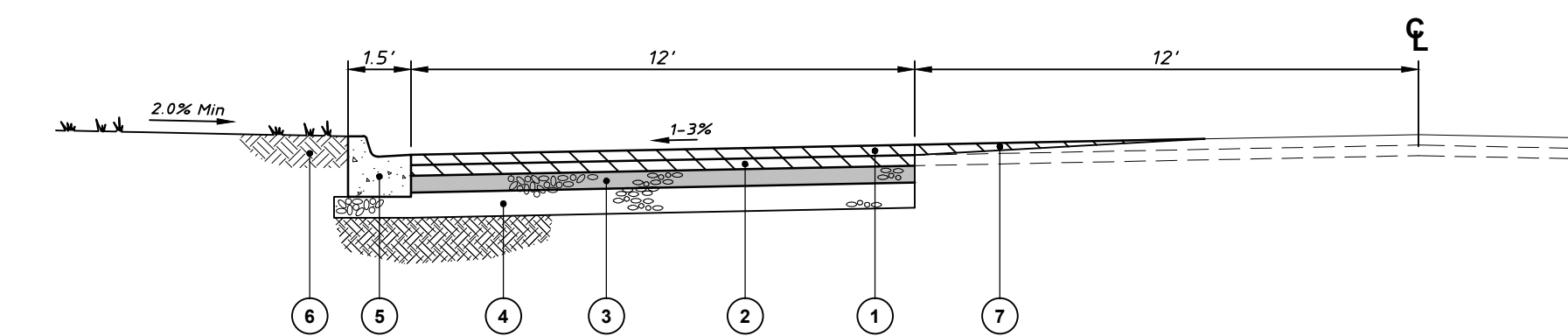
D. Storage:

Required	Storage (Ac-Ft)
Using Bulletin 70 Rainfall Table	1.196
Proposed	Storage (Ac-Ft)
Detention Provided	1.301



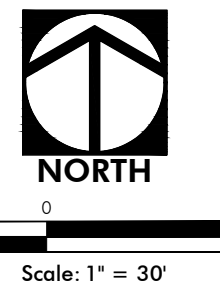
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- 2 Bituminous Concrete Binder Course - N50 - 2.25"
- 3 Bituminous Concrete Binder Course - N30 - 5"
- 4 Aggregate Base Course, Type B, Crushed Limestone CA-6 - 4"
- 5 Combination Concrete Curb and Gutter, Type B-6.12
- 6 6" Topsoil and Sod

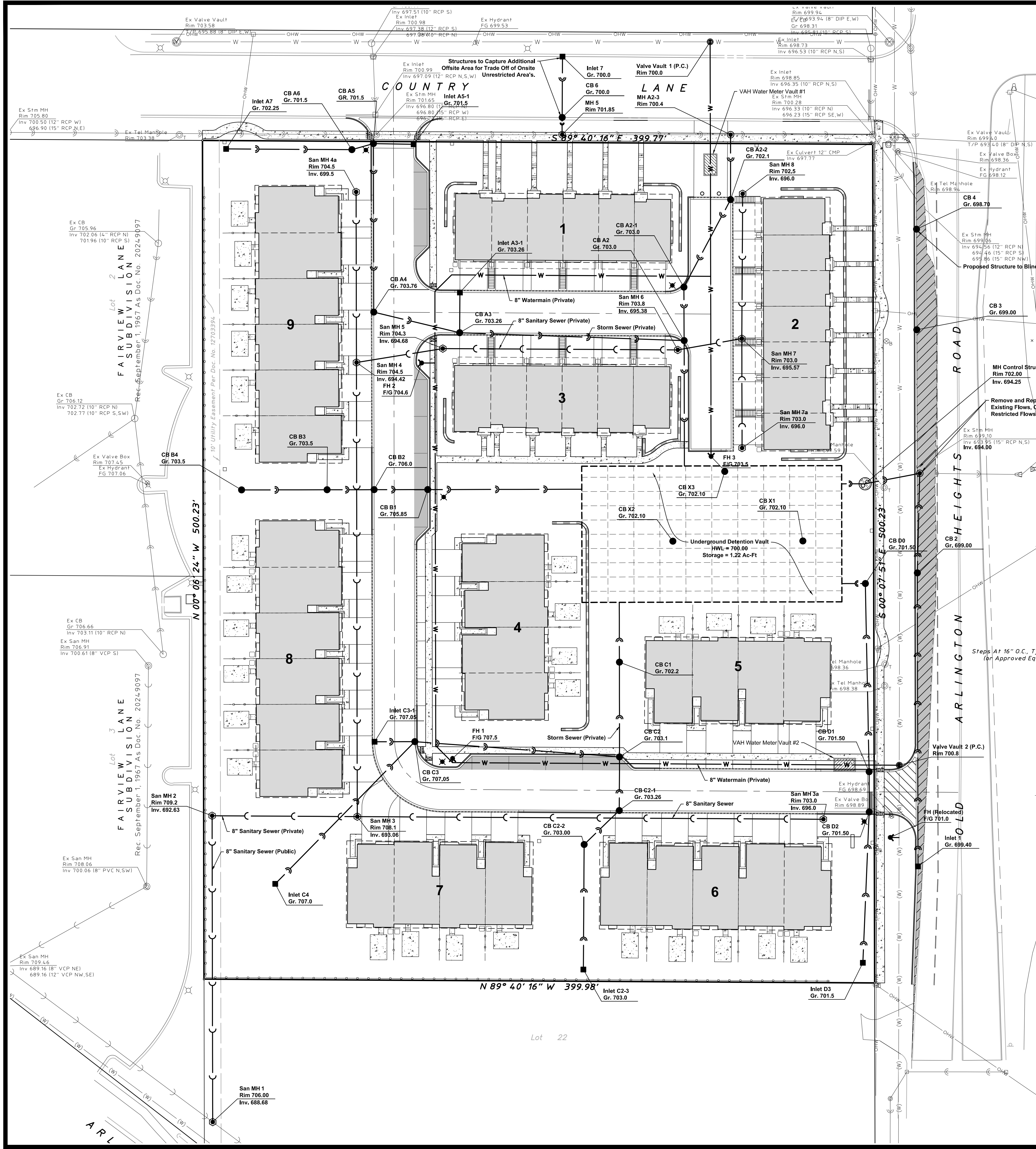
ONSITE PRIVATE ROAD
CROSS SECTION - B6.12



- 1 Bituminous Concrete Surface Course - Mix D, N50 - 2"
- 2 Bituminous Concrete Binder Course - N50 - 2.25"
- 3 Bituminous Concrete Binder Course - N30 - 5"
- 4 Aggregate Base Course, Type B, Crushed Limestone CA-6 - 4"
- 5 Combination Concrete Curb and Gutter, Type B-6.12
- 6 6" Topsoil and Sod
- 7 Butt Joint

OLD ARLINGTON HEIGHTS RD
CROSS SECTION - B6.12





Detention Storage Calculations (Bulletin 70)

Project: Lexington Heritage
Location: Arlington Heights, IL
Project #: 16003

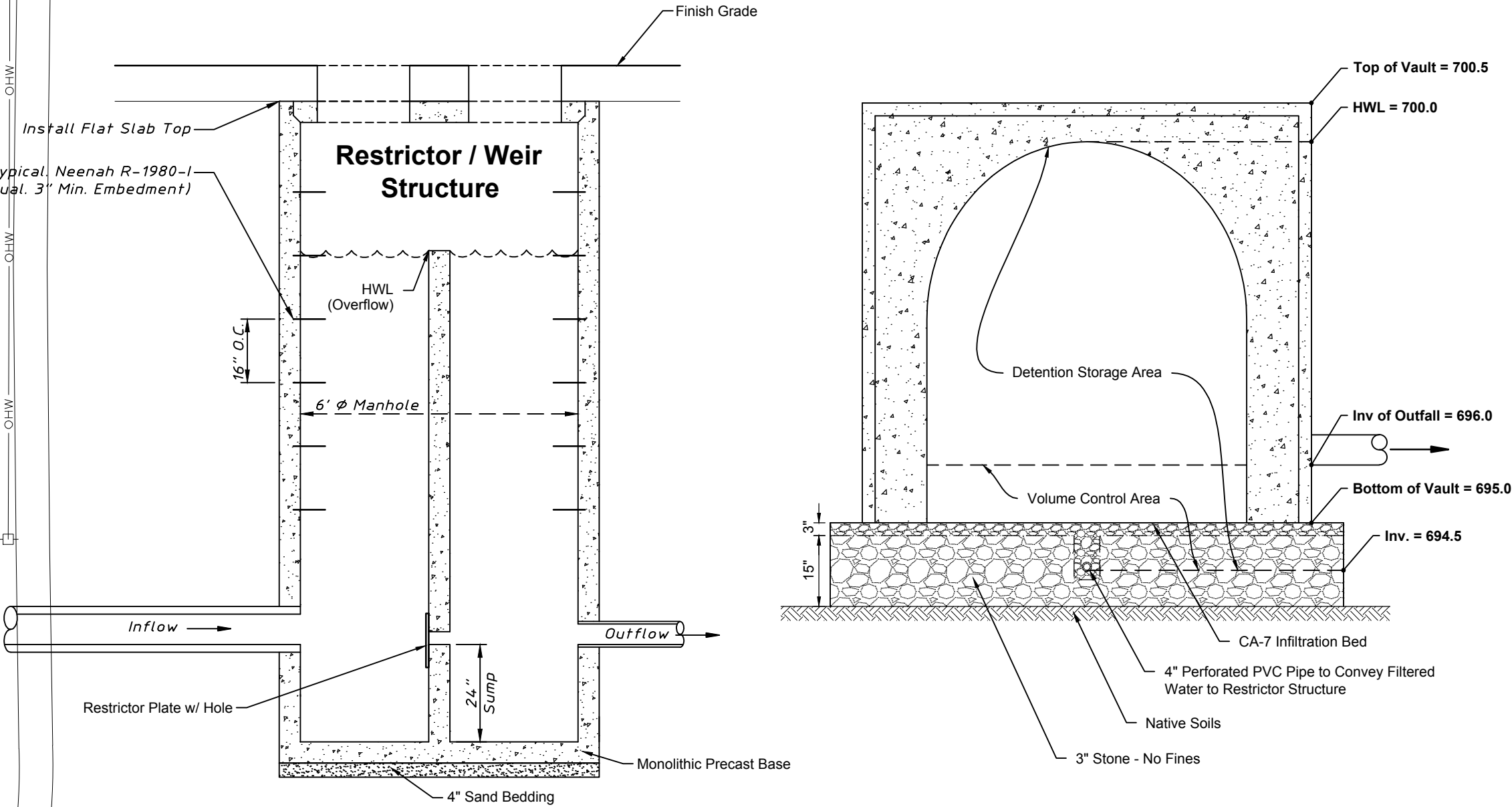
Prepared: TJB
Reviewed: LAK
Date: 8/21/2015

Area Requiring Detention = 4.59 acres
100-year, 24-hour Rainfall Depth = 7.58 inches
Release Rate = 0.83 cfs
Runoff Coefficient = 0.74

Detention Storage Calculations for 100-Year Storm

Runoff Coeff. c	Storm Duration t (hours)	Rainfall Intensity i(100) (in/hr)	Drainage Area A (acres)	Inflow Rate Q(i)=ci(100)A (cfs.)	Release Rate Q(o) (cfs.)	Storage Rate Q(i)-Q(o) (cfs.)	Storage Required Q(i)-Q(o)*t /12 (acre-ft.)
0.74	0.17	9.55	4.59	32.36	0.83	31.54	0.447
0.74	0.33	7.33	4.59	24.84	0.83	24.01	0.660
0.74	0.50	5.61	4.59	19.01	0.83	18.19	0.758
0.74	0.67	4.93	4.59	16.71	0.83	15.88	0.887
0.74	0.83	4.24	4.59	14.37	0.83	13.54	0.937
0.74	1.00	3.56	4.59	12.06	0.83	11.24	0.937
0.74	1.50	2.68	4.59	9.08	0.83	8.26	1.032
0.74	2.00	2.24	4.59	7.59	0.83	6.76	1.127
0.74	3.00	1.62	4.59	5.49	0.83	4.66	1.166
0.74	4.00	1.28	4.59	4.34	0.83	3.51	1.170
0.74	5.00	1.08	4.59	3.66	0.83	2.83	1.181
0.74	6.00	0.95	4.59	3.22	0.83	2.39	1.196
0.74	7.00	0.83	4.59	2.81	0.83	1.99	1.159
0.74	8.00	0.75	4.59	2.54	0.83	1.72	1.143
0.74	9.00	0.68	4.59	2.30	0.83	1.48	1.108
0.74	10.00	0.63	4.59	2.14	0.83	1.31	1.090
0.74	11.00	0.59	4.59	2.00	0.83	1.17	1.075
0.74	12.00	0.55	4.59	1.86	0.83	1.04	1.037
0.74	13.00	0.51	4.59	1.73	0.83	0.90	0.977
0.74	14.00	0.48	4.59	1.63	0.83	0.80	0.934
0.74	15.00	0.45	4.59	1.53	0.83	0.70	0.873
0.74	16.00	0.43	4.59	1.46	0.83	0.63	0.841
0.74	17.00	0.41	4.59	1.39	0.83	0.56	0.797
0.74	18.00	0.39	4.59	1.32	0.83	0.50	0.743
0.74	19.00	0.37	4.59	1.25	0.83	0.43	0.677
0.74	20.00	0.36	4.59	1.22	0.83	0.39	0.656
0.74	21.00	0.35	4.59	1.19	0.83	0.36	0.629
0.74	22.00	0.34	4.59	1.15	0.83	0.33	0.597
0.74	23.00	0.33	4.59	1.12	0.83	0.29	0.559
0.74	24.00	0.32	4.59	1.08	0.83	0.26	0.516

STORAGE REQUIRED PER BULLETIN 70 = 1.196 Ac-ft.
STORAGE REQUIRED PER BULLETIN 70 = 52,119 Cubic Feet



RESTRICTOR STRUCTURE DETAIL N.T.S. UNDERGROUND DETENTION VAULT (INDIVIDUAL UNIT)

UTILITY SUMMARY TABLE

Sanitary Sewer	Length (Ft)
8" PVC	1,302
Storm Sewer	Length (Ft)
12" RCP	1,621
15" RCP	307
18" RCP	109
Watermain	Length (Ft)
8" DIP	983

Project Manager: TJB
Engineer: DJV
Date: 07/15/2016
Project No. 16-003
Sheet 5

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UTILITIES
PLAN
PRELIMINARY ENGINEERING PLAN
LEXINGTON HERITAGE
ARLINGTON HEIGHTS, ILLINOIS

A north arrow pointing upwards is shown to the left of the profile view. The profile view shows a road with a vertical curve. The horizontal axis is marked with elevations 0, 20', 40', and 80'. The road starts at an elevation of 0 at station 0, rises to a peak of 20' at station 20', falls to a valley of 40' at station 40', and then rises to a final elevation of 80' at station 80'.

LEXINGTON HERITAGE
ARLINGTON HEIGHTS, IL
PRELIMINARY LANDSCAPE PLAN

KROGSTAD
LAND DESIGN LIMITED
LANDSCAPE ARCHITECTURE * CONSULTING
519 PEMBROOK CT. N., CRYSTAL LAKE, IL 60014
P: 815-529-1511
KROGSTAD@LANDDESIGNLIMITED.COM

GENERAL NOTES

1. QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES, AND FOR PROVIDING SUFFICIENT MATERIALS TO COMPLETE THE JOB PER PLAN. LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY VARIATION TO QUANTITIES.
2. CONTRACTOR SHALL VERIFY UNDERGROUND UTILITY LOCATIONS PRIOR TO COMMENCEMENT OF WORK. CONTRACTOR SHALL AVOID ALL EXISTING UTILITIES, UNDERGROUND AND OVERHEAD WHERE APPLICABLE, AND IS RESPONSIBLE FOR ANY DAMAGE. IF ANY CONFLICTS SHOULD EXIST BETWEEN UTILITIES AND PROPOSED MATERIAL LOCATIONS, FIELD ADJUSTMENTS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND SHALL REPORT TO LANDSCAPE ARCHITECT ANY VARIANCE OR CONDITION WHICH WOULD PREVENT ADHERENCE TO SCHEDULE, PLANS OR SPECIFICATIONS.
4. WORK SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK, STATE OF ILLINOIS HORTICULTURAL STANDARDS, AND LOCAL MUNICIPAL REQUIREMENTS.
5. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT LANDSCAPE MATERIAL ON SITE WHETHER STOCK PILED OR INSTALLED IN PLACE.
6. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO INSPECT ALL PLANTED MATERIAL EITHER AT PLACE OF GROWTH OR AT SITE BEFORE PLANTING, FOR COMPLIANCE WITH REQUIREMENTS OF VARIETY, SIZE AND QUALITY.
7. ALL PLANTS SHALL BE INSTALLED PER THE LANDSCAPE PLAN AND SPECIFICATIONS. PLANTINGS NOT FOUND TO BE IN COMPLIANCE SHALL BE REPLANTED CORRECTLY AT NO ADDITIONAL EXPENSE TO THE OWNER.
8. FINE GRADE, FERTILIZE AND SOD/SEED ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS AS SHOWN. ALL AREAS SHALL DRAIN COMPLETELY AND SHALL NOT POND OR PUDDLE.
9. WHERE PLANTING BEDS MEET TURF AREAS, THE CONTRACTOR SHALL PROVIDE A CULTIVATED EDGE. MULCH ALL SHRUB BEDS TO THE LINE SHOWN.
10. FOR TREES PLANTED IN TURF AREAS, PROVIDE 3'-0" dia. MULCH RING (REMOVE EXISTING TURF) AT 4" THICK WITH A CULTIVATED EDGE.
11. CONTRACTOR SHALL SECURE AND PAY FOR ALL PERMITS, FEES, AND INSPECTIONS NECESSARY FOR THE PROPER EXECUTION OF THIS WORK AND COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
12. ENSURE ALL TREES ARE 25 FEET FROM LIGHT POLES, 4 FEET FROM DRIVES, 8 FEET FROM HYDRANTS AND 5 FEET FROM MANHOLES.
13. SOME FIELD ADJUSTMENTS MAY BE NECESSARY TO ENSURE THAT THERE ARE NO CONFLICTS BETWEEN EXISTING AND PROPOSED TREES.
14. MATERIAL QUALITY AND MEASUREMENT SHOULD CONFORM TO THE MOST RECENT EDITION OF THE AMERICAN STANDARDS FOR NURSERY STOCK, ANSIZ60 BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
15. ALL SHADE/OVERSTORY TREES SHALL HAVE A 'CENTRAL LEADER'.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN IN ACCORDANCE WITH THE PLAN DESIGN AND MATERIALS QUANTITIES.
17. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING UNDERGROUND UTILITIES, SIDEWALKS, AND OTHER PREVIOUSLY CONSTRUCTED SITE IMPROVEMENTS.
18. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL EXISTING VEGETATION TO BE PRESERVED.
19. A TREE FEE OF \$ 4.00 PER LINEAL FOOT OF FRONTAGE IS REQUIRED AT THE TIME OF PERMIT ALONG WITH A LANDSCAPE COMPLIANCE BOND THAT IS 30% OF THE ESTIMATED LANDSCAPE COSTS,
20. PLANTS SHALL BE ADJUSTED AS NEEDED TO FULLY SCREEN ASS MECHANICAL UNITS AS NEEDED.
21. FINAL LANDSCAPE PLAN, BASED ON FINAL SITE PLAN AND ENGINEERING, SHALL SUBSTANTIALLY CONFORM TO THIS PLAN.

PLANT MATERIAL KEY

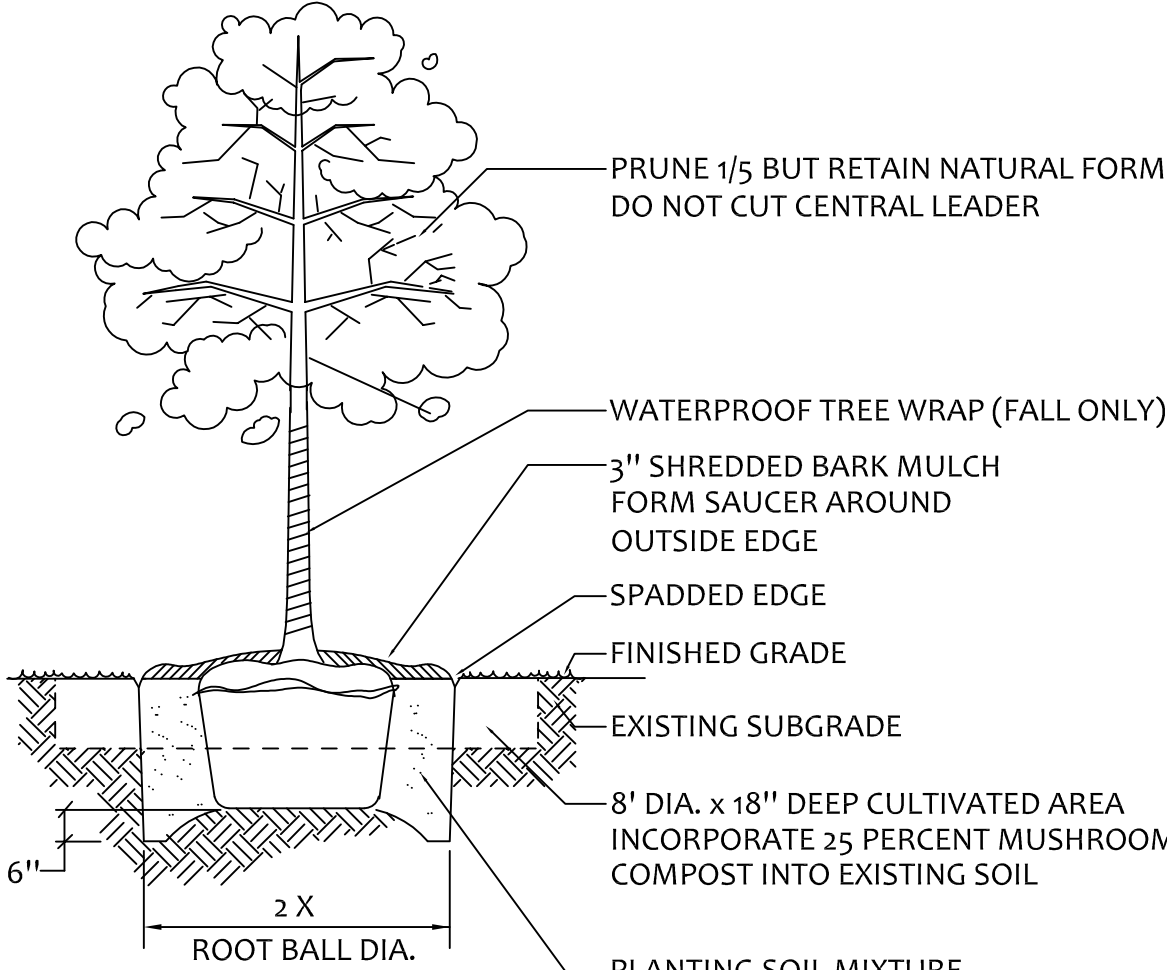
SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
SHADE TREES					
AF	7	Acer freemanii	Autumn Blaze Maple	4"	
AM	6	Acer miyabe 'Morton'	State Street Maple	4"	
CO	8	Celtis occidentalis	Common Hackberry	4"	
GB	5	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	4"	
GD	13	Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffeetree	4"	
LT	8	Liriodendron tulipifera	Tulip Tree	4"	
PC	4	Pyrus Calleryana 'Chanticleer'	Chanticleer Pear	4"	
QB	8	Quercus bicolor	Swamp White Oak	4"	Spring Dig
QR	5	Quercus rubra	Red Oak	4"	Spring Dig
TC	9	Tilia cordata 'Greenspire'	Greenspire Linden	4"	
ORNAMENTAL TREES					
BN	6	Betula nigra	River Birch	6'	Spring Dig
MP	6	Malus 'Prairie Fire'	Prairie Fire Crabapple	6'	Natural Form
MT	4	Malus sargentii 'Tina'	Tina Flowering Crabapple	5'	Natural Form
SR	4	Syringa reticulata	Japanese Tree Lilac	6'	Natural Form
EVERGREEN TREES					
PA	6	Picea abies	Norway Spruce	6'	Natural Form
PF	13	Pinus flexilis 'Vanderwolf'	Vanderwolf Pine	6'	Natural Form
PO	7	Picea omerika	Serbian Spruce	6'	Natural Form
PM	6	Pseudotsuga menziesii	Douglas Fir	6'	Natural Form
TO	46	Thuja occidentalis 'Technii'	Mission Arborvitae	6'	Sheared
DECIDUOUS SHRUBS					
EA	25	Euonymus alatus 'compactum'	Compact Burning Bush	30"	3' O.C.
EE	123	Euonymus 'Emerald gaiety'	Emerald Gaiety Euonymus	3 Gal.	3' O.C.
FI	17	Forsythia 'Sunrise'	Sunrise Forsythia	36"	4' O.C.
RA	61	Rhus aromatica 'Gro-low'	Gro-low Sumac	18"	3' O.C.
RI	75	Ribes alpinum	Alpine Currant	18"	3' O.C.
RK	63	Rosa 'Knock-Out'	Knock-Out Rose	18"	3' O.C.
VC	75	Viburnum carlesii 'compactum'	Compact Koreanspice Viburnum	30"	4' O.C.
VD	81	Viburnum dentatum	Arrowwood Viburnum	36"	4' O.C.
EVERGREEN SHRUBS					
BM	30	Buxus sempervirens 'Green Mountain'	Green Mountain Boxwood	24"	
TM	138	Taxus media 'densiformis'	Dense Yew	24"	
PERENNIALS, AND ORNAMENTAL GRASSES					
CK	153	Calamagrostis 'Karl Foerster'	Karl FoersterReed Grass	1 Gal.	36" O.C.
EF	72	Euonymus fortunei 'coloratus'	Purpleleaf Wintercreeper	2 1/2" Pots	12" O.C.
HC	59	Heuchera 'Coral Bells'	Caramel Coral Bells	1 Gal.	18" O.C.
HJ	46	Hosta 'June'	June Hosta	1 Gal.	18" O.C.
HM	52	Hakonechloa macra 'All Gold'	All Gold Japanese Hakone Grass	1 Gal.	18" O.C.
HS	168	Hemerocallis 'Stella De Oro'	Stella De Oro Daylily	1 Gal.	18" O.C.
PH	71	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 Gal.	36" O.C.
PL	12	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	1 Gal.	36" O.C.
RG	146	Rudbeckia 'Goldsturm'	Black-eyed Susan	1 Gal.	18" O.C.
SN	135	Salvia nemorosa 'May Night'	May Night Salvia	1 Gal.	18" O.C.
SS	138	Schizachyrium scoparium	Little Bluestem	1 Gal.	18" O.C.

MISCELLANEOUS MATERIALS*

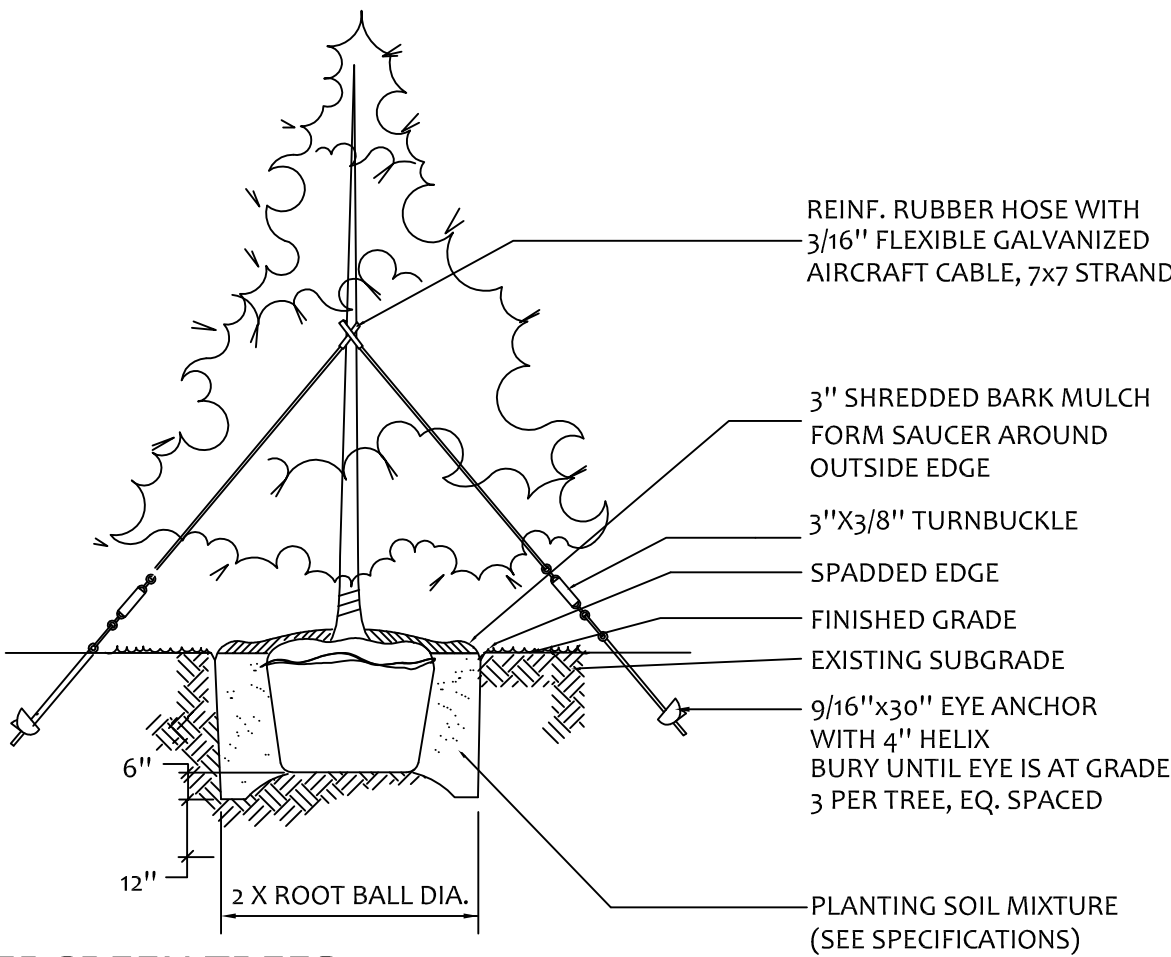
Kentucky Bluegrass Blend Sod	S.Y.
Shredded Hardwood Mulch	C.Y.
6' Solid Dog Eared Fence	L.F.

*Quantities to be determined at time of Final Plans.

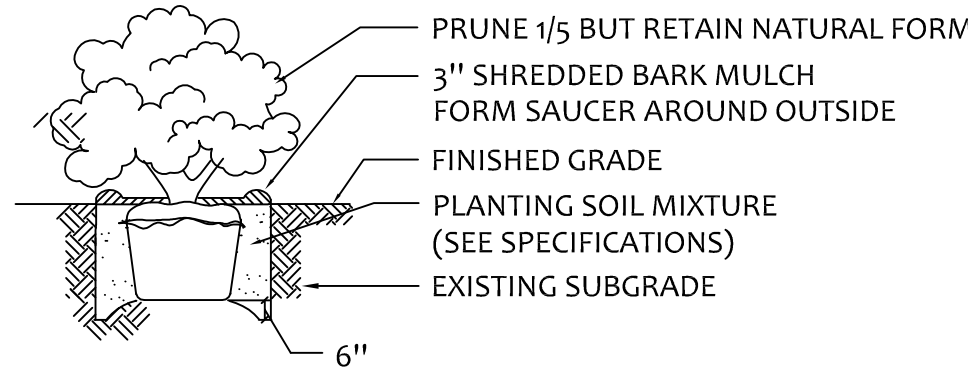
Trees listed above shall be considered as replacement for existing trees to be removed (Boundary and Topographical Survey dated June 5, 2016 prepared by Haeger Engineering).



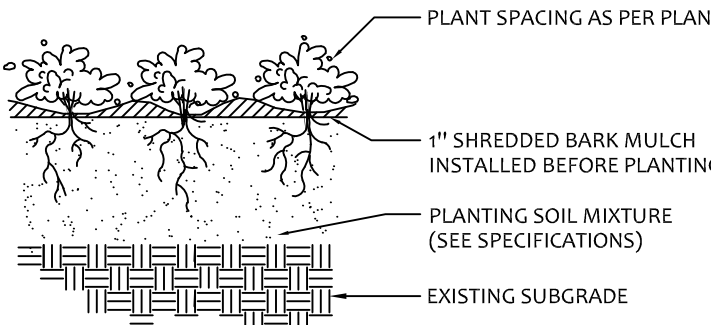
DECIDUOUS TREES
N.T.S.



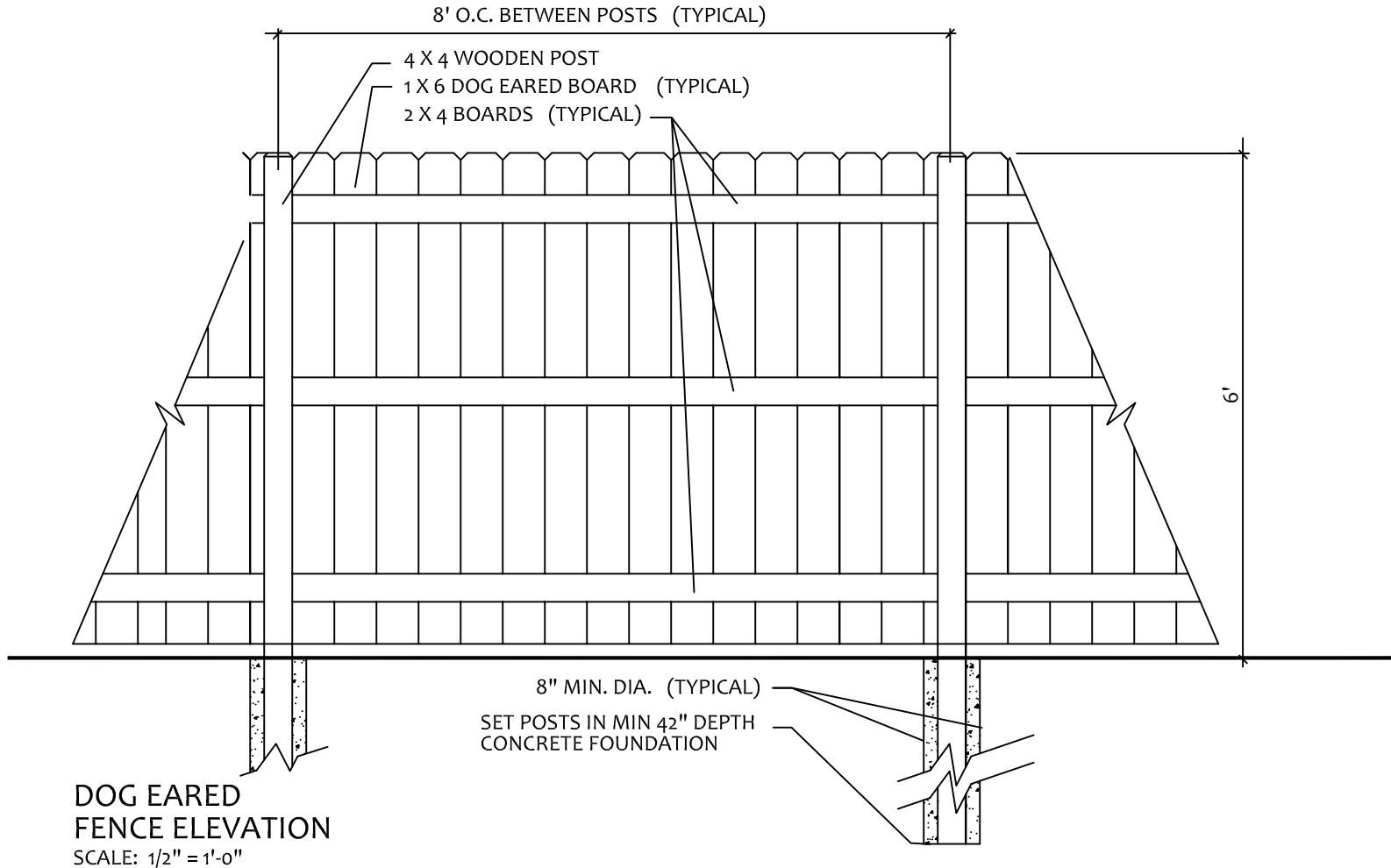
EVERGREEN TREES
N.T.S.



DECIDUOUS AND EVERGREEN SHRUBS
N.T.S.



PERENNIALS AND GROUNDCOVERS
N.T.S.



REVISIONS

Rev. 9/23/16
10/5/16

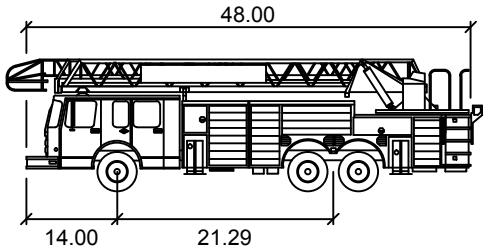
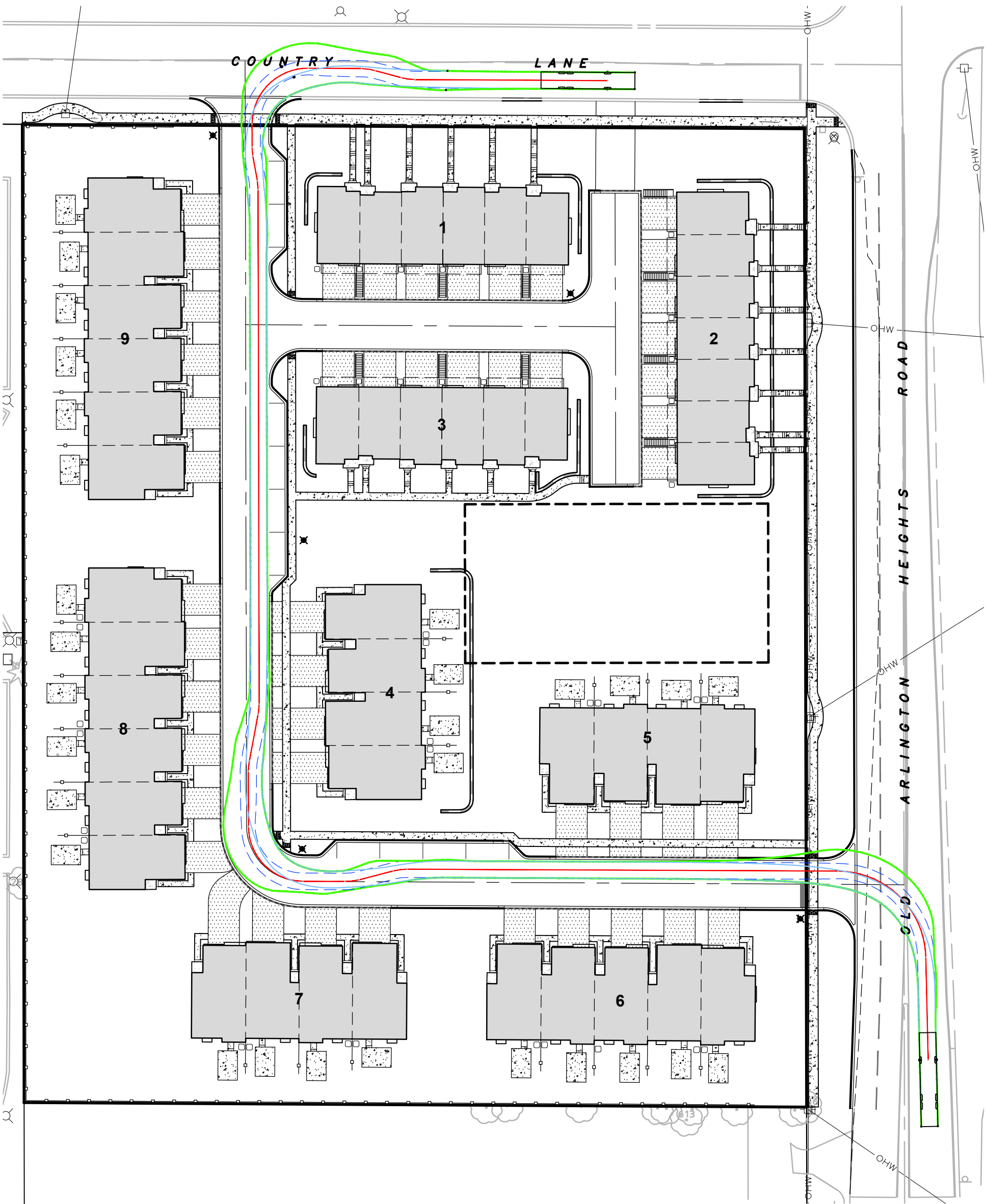
DATE August 18, 2016

PROJECT LEX1611

DRAWN KTK

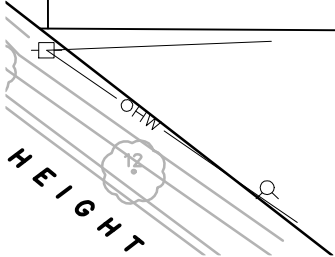
CHECKED KTK

SHEET NO.



Arlington Heights feet	
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 3.0
Steering Angle	: 40.0

Fire Truck Driving Legend	
—	Centerline
---	Front Wheel Path
---	Rear Wheel Path
---	Body Extents



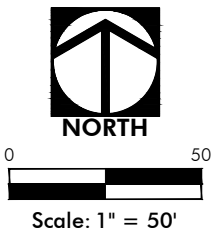
**FIRE TRUCK
TURNING EXHIBIT 1**

**LEXINGTON
HERITAGE**

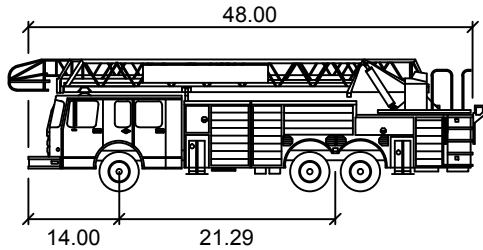
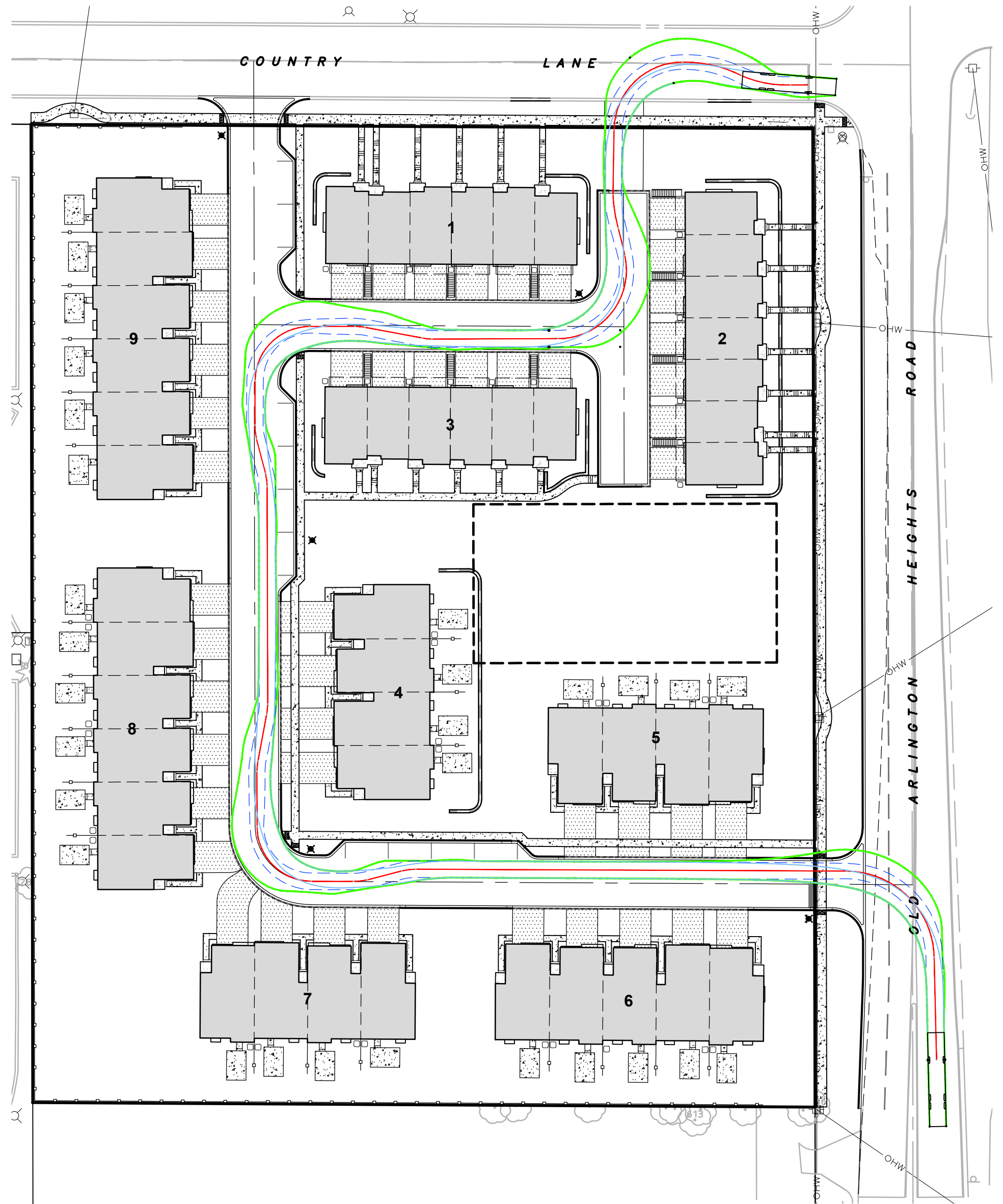
ARLINGTON HEIGHTS, ILLINOIS

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100 East State Parkway, Schaumburg, IL 60173 • Tel: 847.394.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com



Project Manager: TJB
Engineer: DJV
Date: 10/04/2016
Project No. 16-003
Sheet 1 / 2



Arlington Heights		feet
Width	:	8.50
Track	:	8.50
Lock to Lock Time	:	3.0
Steering Angle	:	40.0

Fire Truck Driving Legend	
—	Centerline
---	Front Wheel Path
---	Rear Wheel Path
---	Body Extents

HEIGHT

FIRE TRUCK TURNING EXHIBIT 2

**LEXINGTON
HERITAGE**
ARLINGTON HEIGHTS, ILLINOIS

HAEGER ENGINEERING
consulting engineers • land surveyors

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Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com



0 50
Scale: 1" = 50'

Project Manager: TJB
Engineer: DJV
Date: 10/04/2016
Project No. 16-003
Sheet 2 / 2

PROJECT REVIEW AND AFFORDABLE HOUSING ANALYSIS FOR LEXINGTON HERITAGE PROJECT IN VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS

Prepared for Lexington Homes
June 2016



**REAL
ESTATE
ECONOMICS**

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PROJECT REVIEW AND AFFORDABLE HOUSING ANALYSIS LEXINGTON HERITAGE

CONCLUSIONS AND RECOMMENDATIONS

SITE AND PROJECT SUMMARY

COMPETITIVE MARKET ACTIVITY SUMMARY

AFFORDABLE HOUSING MARKET

CONCLUSIONS AND RECOMMENDATIONS

Affordable Housing Goals

- The minimum statewide standard for affordable housing (through the Affordable Housing Planning and Appeals Act [P.A. 93-0595]) is a minimum of 10.0% of the community's housing stock.
- Affordable Housing Guidelines for the Village of Arlington Heights indicate that a project with at least 26 units should have 15% of total units affordable, which can be satisfied through construction of those units or an in lieu payment. For the proposed 52 unit project, this would equal approximately 8 units.
- The proposed 52 units would increase the total housing stock in the Village of Arlington Heights by less than 0.2%.
- According to Village planners, the objective is to maintain the same level of affordable housing in the Village as exists before the introduction of a proposed project.

Affordable Housing Stock

- There are an estimated 33,005 housing units in the Village of Arlington Heights, of which 23,467 (71.1%) are owner occupied.
- Estimated Median Value of all owner-occupied housing in Arlington Heights is \$335,593.
- Based on Arlington Heights Affordable Housing Guidelines, maximum 2016 price of an affordable housing in the Village (i.e., the price at which a household earning 80% of the Area Median Income is paying 30% of gross income for all housing costs) is approximately \$181,000.
- Approximately 17.8% (4,177 units) of the current owner-occupied housing stock in Arlington Heights is valued at \$181,000 or less.
- Approximately 11.0% of all currently listed properties in MLS are homes priced below \$200,000.

Conclusions

- The current housing stock in the Village of Arlington Heights exceeds the statewide requirement of 10% of all housing to be affordable.
- The proposed 52-unit project represents an addition of less than 0.2% to the Village housing stock.
- If the project were to be built without any affordable units there would be no impact on the proportion of the Village housing stock that is in the affordable housing price ranges (below \$181,000), and the Village would still exceed the statewide minimum requirements for affordable housing.

LEXINGTON HERITAGE JUNE 2016

PRODUCT LINE	BUILDER	FLOOR PLAN				PRODUCT AND PRICING RECOMMENDATIONS						MONTHLY COSTS				
		#	Unit	Total	Targeted	Recommended Price		Price/Sq.Ft.		Levels	Bed-	Parking	Assoc.	Tax	Monthly	
			Size	Units	Sales	Base(1)	Average(2)	Base	Wtd.Av.		Rooms		Baths	Spaces		Dues
Lexington Heritage	Lexington Hms	1	1,751 sf	13	0.75\mo.	\$428,900	\$433,200	\$244.95	\$247.40	3	2+den	2.5	2.0 Car	\$250/mo.	\$961/mo.	\$2,817/mo.
Lexington Heritage	Lexington Hms	2	1,868 sf	13	0.75\mo.	\$446,800	\$451,300	\$239.19	\$241.60	2+bsmt	3	2.5	0.0 Car	\$250/mo.	\$1,002/mo.	\$2,924/mo.
Lexington Heritage	Lexington Hms	3	1,913 sf	13	0.75\mo.	\$453,700	\$458,200	\$237.17	\$239.52	3	3	2.5	0.0 Car	\$250/mo.	\$1,017/mo.	\$2,965/mo.
Lexington Heritage	Lexington Hms	4	1,930 sf	13	0.75\mo.	\$456,300	\$460,900	\$236.42	\$238.81	2+bsmt	3	2.5	0.0 Car	\$250/mo.	\$1,023/mo.	\$2,981/mo.

Notes(1): Effective Base is inclusive of a % incentive: 2.00%

Notes(2): Base prices reflects a standard floor plan on a non-premium lot/location with no incentive deducted.

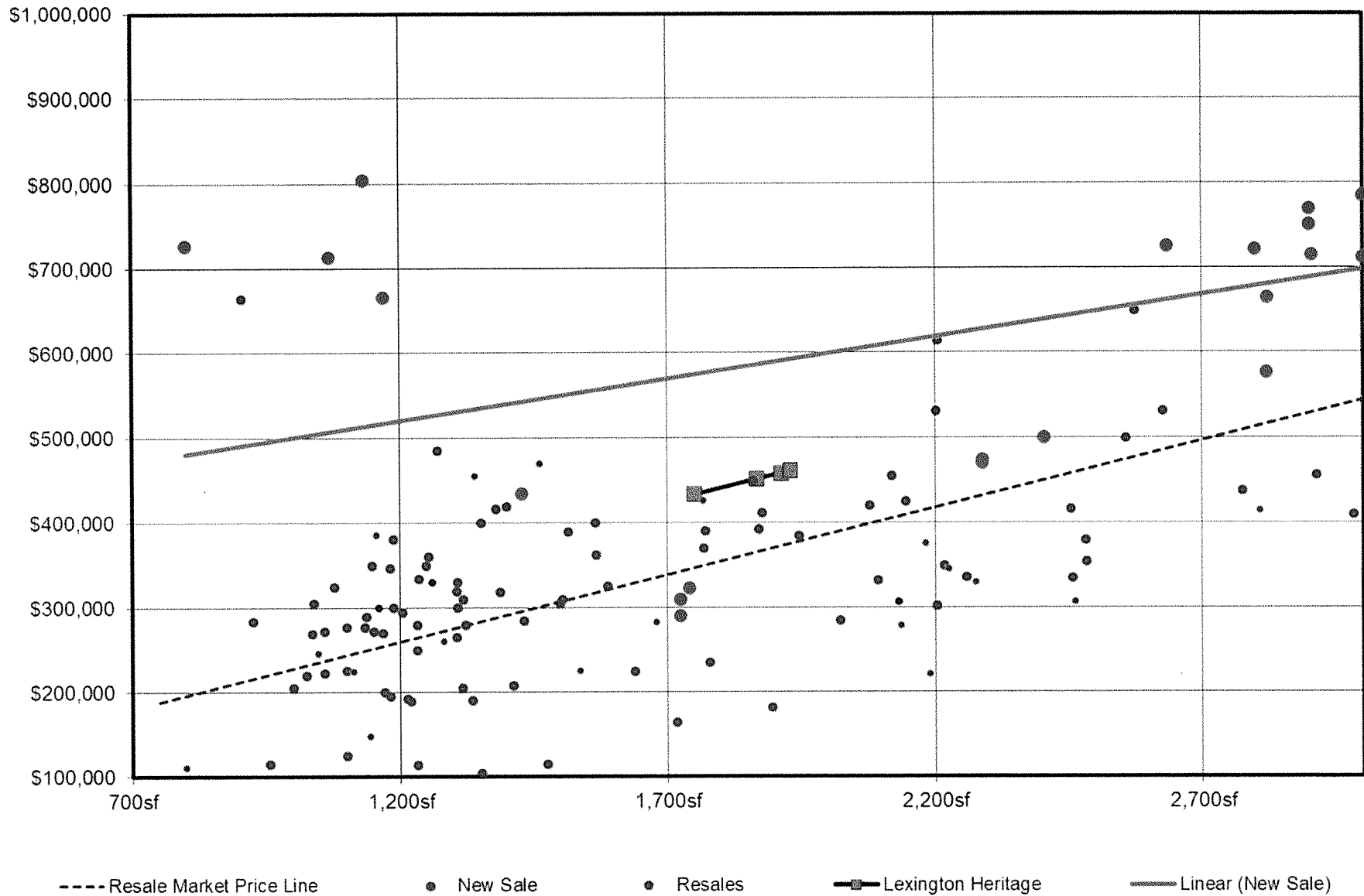
Assumed Homeowners Dues = \$250 per month.

Assumed Annual Tax Assessment = 2.69% Base Tax Rate.

Wtd. Avg. Premium Recommendation = As shown.

Monthly costs assume : 80% LTV, 4.00% fixed rate 30-yr. mortgage.

Source: Real Estate Economics



SITE AND PROJECT SUMMARY

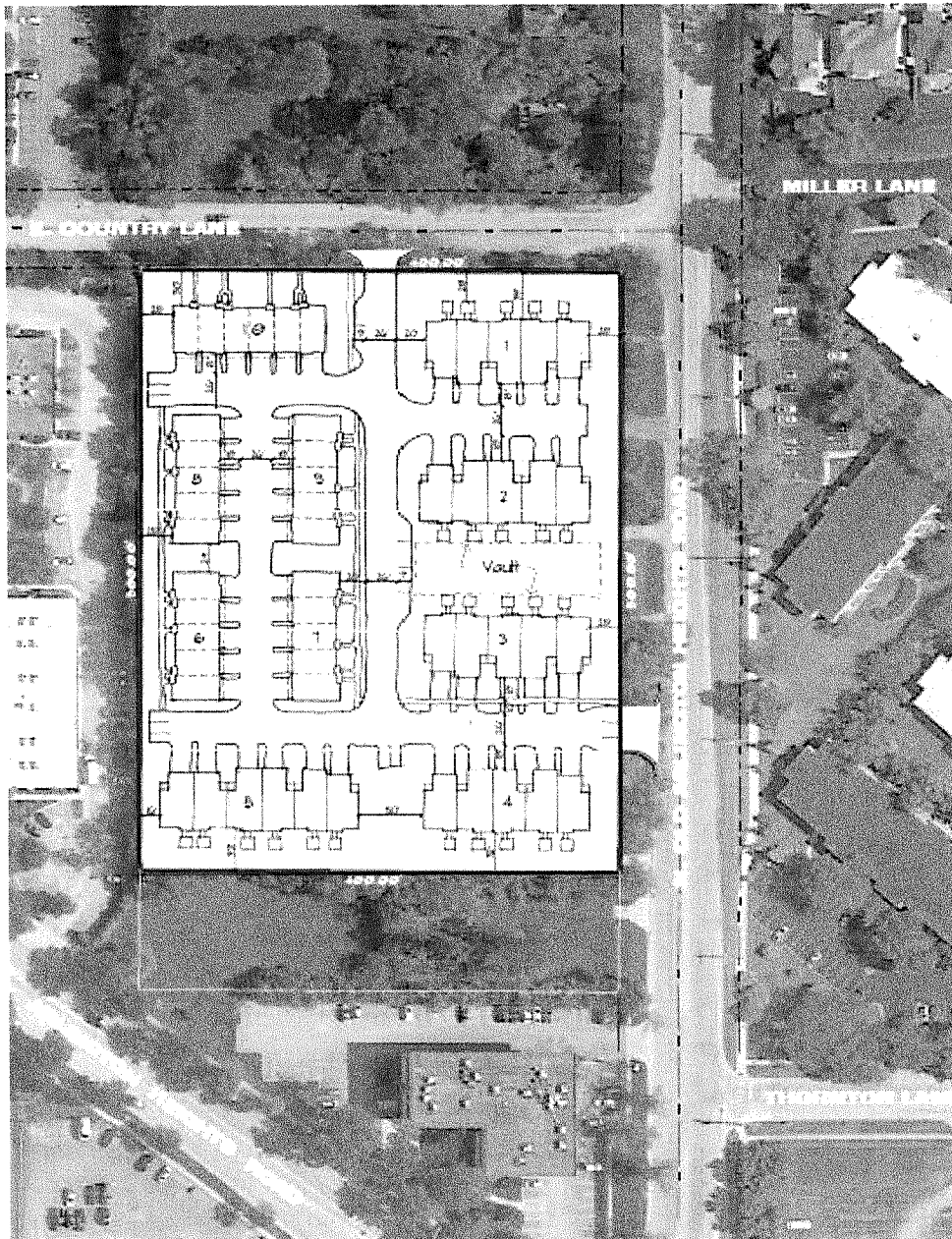


Site is approximately 25 miles northwest of central Chicago, 1¼ mile east of Dundee Road exit from I-355.

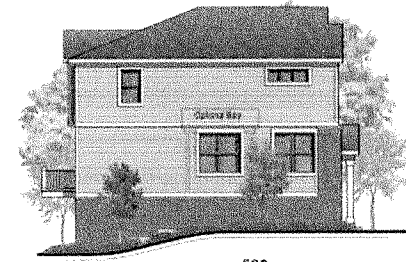
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- Site is located on an infill parcel in northern area of Village of Arlington Heights.
- Dundee Avenue (less than ¼-mile north) is a major commercial arterial, including a full range of retail and restaurant properties within one mile of site.
- Large scale shopping (big box retailers are located less than two miles from the site).
- Schools, medical and other population-serving facilities are all within one mile (walking distance) of the site.
- Major employers are located nearby (less than two miles from site).



Front Elevation



Left Side Elevation

Townhouse Buildings



Front Elevation



Left Elevation

MEWS Buildings

CATEGORY	ARLINGTON HEIGHTS VILLAGE, IL				COOK COUNTY			
	Census 2000	Census 2010	Estimate 2016	Forecast 2021	Census 2000	Census 2010	Estimate 2016	Forecast 2021
Population	77,667	75,101	76,199	78,639	5,376,783	5,194,675	5,264,311	5,431,907
Total Population Growth	-	(2,566)	1,098	2,440	-	(182,108)	69,636	167,596
Total Population Growth %	-	(3.30%)	1.46%	3.20%	-	(3.39%)	1.34%	3.18%
Population by Single Classification Race								
White Population (Incl. White Hispanic)	89.7%	88.3%	87.2%	86.3%	56.3%	55.4%	55.0%	53.8%
Black Population (Incl. Black Hispanic)	1.1%	1.3%	1.3%	1.3%	26.1%	24.8%	24.5%	24.7%
Asian Population (Incl. Asian Hispanic)	6.0%	7.0%	8.0%	8.9%	4.9%	6.2%	7.0%	7.6%
Other Race Population (Incl. Other Hispanic)	3.2%	3.4%	3.6%	3.5%	12.7%	13.6%	13.5%	13.9%
Population Hispanic or Latino (Including Hispanics in Other Races)	5.5%	6.0%	6.4%	6.5%	19.9%	24.0%	24.9%	25.1%
Population by Age								
Ages 0 to 5 Years	7.5%	6.8%	6.4%	6.0%	8.7%	7.8%	7.5%	7.1%
Ages 6 to 11 Years	8.0%	7.6%	7.3%	7.0%	8.9%	7.7%	7.4%	7.1%
Ages 12 to 17 Years	7.9%	7.9%	7.4%	7.0%	8.4%	8.2%	7.4%	6.8%
Ages 18 to 24 Years	6.3%	6.4%	6.2%	6.1%	9.9%	9.9%	9.9%	9.9%
Ages 25 to 34 Years	13.6%	11.1%	11.3%	11.5%	16.2%	16.0%	16.4%	16.8%
Ages 35 to 44 Years	16.6%	13.7%	12.7%	11.9%	15.5%	13.7%	12.7%	11.9%
Ages 45 to 54 Years	14.5%	16.5%	15.1%	13.7%	12.5%	13.8%	12.8%	11.7%
Ages 55 to 64 Years	10.1%	13.1%	14.3%	15.1%	8.2%	11.0%	12.2%	13.2%
Ages 65 to 74 Years	7.7%	8.0%	10.0%	12.1%	6.1%	6.2%	7.8%	9.3%
Ages 75 to 84 Years	5.5%	5.8%	5.8%	5.8%	4.2%	3.9%	4.0%	4.0%
Ages 85 Years and Older	2.3%	3.1%	3.4%	3.7%	1.4%	1.8%	2.0%	2.2%
Average Age	39.0	41.0	42.3	43.3	35.1	36.7	37.8	38.8
Median Age	39.0	42.5	43.9	45.3	33.7	35.3	36.1	36.8
Population by Generation								
GenZ (2001+)	0.0%	12.4%	16.4%	21.0%	0.0%	13.2%	17.3%	22.5%
GenY/Millennial (1980-00)	26.1%	22.9%	23.4%	23.9%	30.2%	30.0%	32.5%	32.4%
GenX (1965-79)	18.9%	19.8%	19.0%	20.0%	23.4%	21.4%	17.8%	17.8%
Baby Boomer (1946-64)	29.4%	28.0%	26.9%	25.6%	26.5%	23.4%	22.5%	21.1%
Traditionals (pre 1946)	25.6%	17.0%	14.3%	9.5%	19.9%	11.9%	9.9%	6.2%
Households	31,161	30,633	31,167	32,692	1,974,199	1,966,356	1,998,279	2,096,729
Householder, Median Age	49.5	53.2	54.4	54.6	46.5	49.0	50.3	50.6
Households, Average Size	2.46	2.43	2.42	2.40	2.68	2.60	2.59	2.55
Households, Median Size	2.65	2.60	2.60	2.60	2.60	2.70	2.58	2.60
Household Income, Median (\$)	-	\$82,267	\$94,087	\$103,514	-	\$57,064	\$67,618	\$72,934
Household Income, Average (\$)	-	\$102,894	\$113,959	\$129,819	-	\$80,373	\$91,301	\$101,193
Families	20,949	20,374	20,364	21,517	0	1,211,420	1,207,226	1,276,605
Families, Median Age	-	51.8	53.0	53.2	-	48.6	49.9	50.2
Families, Average Size	3.71	3.69	3.74	3.65	-	4.29	4.36	4.25
Families, Median Size	-	3.30	3.30	3.30	-	3.60	3.60	3.60
Family Income, Median (\$)	-	\$103,067	\$116,491	\$128,250	-	\$69,344	\$80,514	\$87,238
Family Income, Average (\$)	-	\$123,865	\$134,951	\$153,307	-	\$95,352	\$105,282	\$116,100

CATEGORY	ARLINGTON HEIGHTS VILLAGE, IL				COOK COUNTY			
	Census 2000	Census 2010	Estimate 2016	Forecast 2021	Census 2000	Census 2010	Estimate 2016	Forecast 2021
Income								
Households with Income Less than \$15,000	-	5.3%	4.7%	4.3%	-	13.0%	10.8%	10.0%
Households with Income \$15,000 to \$24,999	-	6.3%	5.1%	4.2%	-	10.1%	8.3%	7.6%
Households with Income \$25,000 to \$34,999	-	5.9%	5.3%	4.9%	-	9.5%	8.3%	7.8%
Households with Income \$35,000 to \$49,999	-	10.6%	8.9%	7.5%	-	12.6%	11.3%	10.7%
Households with Income \$50,000 to \$74,999	-	17.8%	15.5%	13.9%	-	17.2%	15.9%	15.1%
Households with Income \$75,000 to \$99,999	-	14.0%	13.7%	13.4%	-	12.3%	12.9%	13.0%
Households with Income \$100,000 to \$124,999	-	11.3%	11.3%	11.2%	-	8.4%	9.6%	10.1%
Households with Income \$125,000 to \$149,999	-	8.2%	9.1%	9.7%	-	5.2%	6.8%	7.4%
Households with Income \$150,000 to \$199,999	-	9.4%	10.7%	11.8%	-	5.5%	6.7%	7.3%
Households with Income \$200,000 and Over	-	11.2%	15.6%	19.0%	-	6.3%	9.3%	11.0%
Housing	32,140	32,471	33,005	34,406	2,096,115	2,180,359	2,212,332	2,296,108
Occupied Units	97.0%	94.3%	94.4%	95.0%	94.2%	90.2%	90.3%	91.3%
Owner Occupied	72.9%	73.2%	71.1%	71.5%	0.0%	52.5%	49.8%	50.2%
Renter Occupied	24.1%	21.1%	23.3%	23.5%	39.5%	37.7%	40.6%	41.1%
Vacant Units	3.0%	5.7%	5.6%	5.0%	5.8%	9.8%	9.7%	8.7%
Seasonally Vacant Units	0.3%	0.5%	0.6%	0.5%	0.4%	0.7%	0.7%	0.7%
Housing, Median Rent (\$)	\$838/mo.	\$1,030/mo.	\$1,059/mo.	\$1,038/mo.	\$594/mo.	\$834/mo.	\$864/mo.	\$879/mo.
Housing, Median Value Owner Households (\$)	\$222,221	\$344,422	\$335,593	\$323,994	\$134,677	\$245,312	\$235,322	\$221,205
Housing, Median Year Built	1969	1971	1971	1972	1956	1956	1957	1959
Housing, Median Year Moved In	1992	1999	2003	2010	1994	2000	2002	2003
Housing, Owner Households Valued Less than \$10,000	-	29	36	49	-	4,498	4,845	5,661
Housing, Owner Households Valued \$10,000-\$14,999	-	37	41	47	-	4,978	5,307	6,158
Housing, Owner Households Valued \$15,000-\$19,999	-	20	24	27	-	5,557	6,094	6,430
Housing, Owner Households Valued \$20,000-\$24,999	-	54	73	56	-	5,306	5,961	4,381
Housing, Owner Households Valued \$25,000-\$29,999	-	50	68	52	-	3,523	4,010	2,972
Housing, Owner Households Valued \$30,000-\$34,999	-	41	56	71	-	3,918	4,339	5,133
Housing, Owner Households Valued \$35,000-\$39,999	-	34	43	61	-	2,480	2,526	3,287
Housing, Owner Households Valued \$40,000-\$49,999	-	111	141	181	-	6,635	7,115	8,280
Housing, Owner Households Valued \$50,000-\$59,999	-	93	105	128	-	7,965	8,546	9,804
Housing, Owner Households Valued \$60,000-\$69,999	-	85	97	119	-	10,394	10,949	12,432
Housing, Owner Households Valued \$70,000-\$79,999	-	111	138	177	-	14,094	14,824	16,846
Housing, Owner Households Valued \$80,000-\$89,999	-	371	440	541	-	19,774	21,132	23,990
Housing, Owner Households Valued \$90,000-\$99,999	-	145	178	218	-	19,816	21,176	24,061
Housing, Owner Households Valued \$100,000-\$124,999	1,400	686	833	1,024	139,993	66,119	72,174	83,076
Housing, Owner Households Valued \$125,000-\$149,999	1,452	640	799	1,005	160,410	61,848	68,697	79,374
Housing, Owner Households Valued \$150,000-\$174,999	1,934	748	917	1,010	0	104,672	118,782	124,516
Housing, Owner Households Valued \$175,000-\$199,999	2,989	795	820	1,079	0	81,257	77,491	95,263
Housing, Owner Households Valued \$200,000-\$249,999	5,011	2,366	2,188	2,622	125,578	164,520	140,062	156,069
Housing, Owner Households Valued \$250,000-\$299,999	3,777	2,815	2,770	2,546	76,201	137,925	127,276	112,176
Housing, Owner Households Valued \$300,000-\$399,999	3,906	5,970	5,631	5,595	70,211	188,060	169,027	163,168
Housing, Owner Households Valued \$400,000-\$499,999	757	4,279	4,052	4,021	32,700	86,872	79,606	78,269
Housing, Owner Households Valued \$500,000-\$749,999	415	3,560	3,365	3,319	27,885	86,078	79,884	79,524
Housing, Owner Households Valued \$750,000-\$999,999	42	432	405	403	9,765	29,640	27,684	27,780
Housing, Owner Households Valued More than \$1,000,000	28	294	289	290	9,673	27,928	26,137	26,278

CATEGORY	ARLINGTON HEIGHTS VILLAGE, IL				COOK COUNTY			
	Census 2000	Census 2010	Estimate 2016	Forecast 2021	Census 2000	Census 2010	Estimate 2016	Forecast 2021
Educational Attainment								
Education Attainment, High School (Pop 25+)	-	20.3%	18.8%	18.4%	-	24.2%	23.3%	23.1%
Education Attainment, Associate's Degree (Pop 25+)	-	6.7%	6.8%	6.8%	-	6.2%	6.5%	6.5%
Education Attainment, Bachelor's Degree (Pop 25+)	-	31.5%	32.3%	32.6%	-	20.7%	21.4%	21.6%
Education Attainment, Master's Degree (Pop 25+)	-	15.6%	16.7%	17.0%	-	9.5%	10.2%	10.4%
Education Attainment, Professional Degree (Pop 25+)	-	3.1%	3.1%	3.1%	-	2.8%	2.9%	2.8%
Education Attainment, Doctorate Degree (Pop 25+)	-	1.2%	1.3%	1.4%	-	1.3%	1.4%	1.5%
Employment		32,432	31,873	32,948		1,936,384	1,882,720	1,942,700
White Collar (Pop 16+)		85.5%	86.8%	87.2%		76.0%	77.5%	77.9%
Blue Collar (Pop 16+)		14.5%	13.2%	12.8%		24.0%	22.5%	22.1%
Travel Time to Work								
Employment, Travel Time Less than 15 Min (Empl 16+)		21.6%	21.2%	21.1%		17.0%	16.7%	16.6%
Employment, Travel Time 15-29 Min (Empl 16+)		33.4%	34.7%	35.1%		29.3%	30.5%	30.9%
Employment, Travel Time 30-59 Min (Empl 16+)		34.1%	34.0%	34.0%		40.2%	40.1%	40.1%
Employment, Travel Time 60-89 Min (Empl 16+)		9.0%	8.3%	8.1%		10.4%	9.7%	9.5%
Employment, Travel Time 90+ Min (Empl 16+)		1.9%	1.7%	1.7%		3.2%	3.0%	2.9%
Average Travel Time to Work (Minutes)		33.1	32.7	32.5		36.9	36.4	36.3
Employment of Population By Occupation								
Occupation, Management, Business, and Financial Operations (Pop 16+)	-	24.3%	25.0%	25.1%	-	15.4%	15.8%	15.9%
Occupation, Professional and Related (Pop 16+)	-	26.0%	27.4%	27.7%	-	21.8%	22.9%	23.2%
Occupation, Sales and Office (Pop 16+)	-	26.3%	24.5%	24.1%	-	25.1%	23.6%	23.2%
Occupation, Service (Pop 16+)	-	10.6%	11.5%	11.8%	-	17.9%	19.6%	20.0%
Occupation, Farming, Fishing, and Forestry (Pop 16+)	-	0.0%	0.0%	0.0%	-	0.1%	0.1%	0.1%
Occupation, Construction, Extraction, and Maintenance (Pop 16+)	-	5.0%	4.4%	4.3%	-	6.4%	5.7%	5.5%
Occupation, Production, Transportation, and Material Moving (Pop 16+)	-	7.9%	7.2%	7.1%	-	13.3%	12.3%	12.1%
Total Retail Sales (including Food Services) (\$000)	-	-	\$1,534,670	-	-	-	\$81,431,178	-
Retail Sales Per Household			\$49,240				\$40,751	
Retail Sales Per Capita			\$20,140				\$15,469	
EASI Total Crime Index (US Avg=100; A=High) (weighted)	-	-	70	-	-	-	105	-

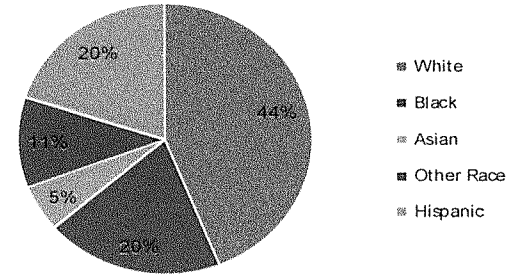
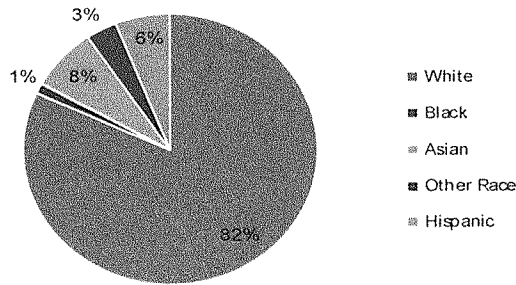
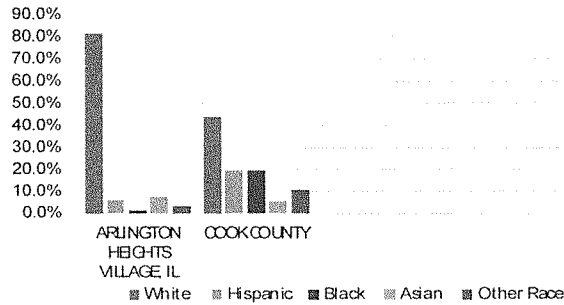
Source: Real Estate Economics; Census Bureau; EASI

YEAR 2016 ESTIMATE

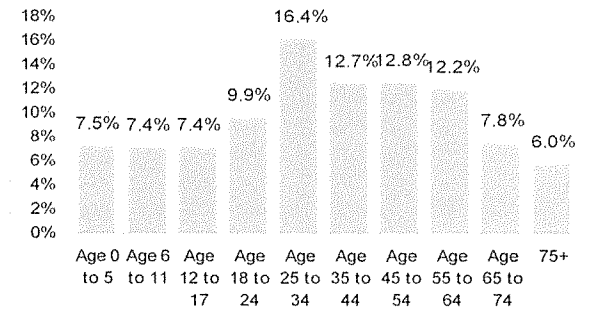
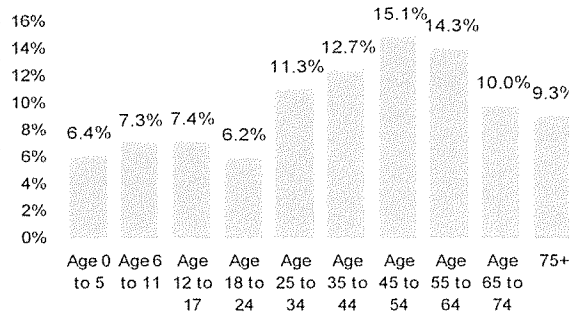
ARLINGTON HEIGHTS VILLAGE, IL YEAR 2016 ESTIMATE

COOK COUNTY YEAR 2016 ESTIMATE

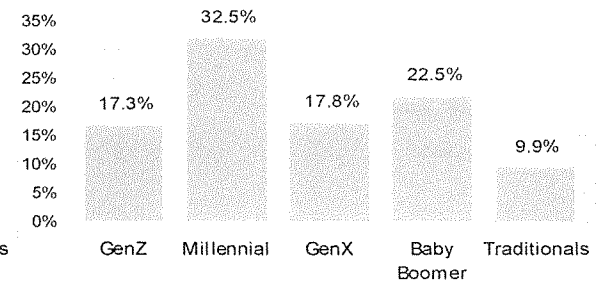
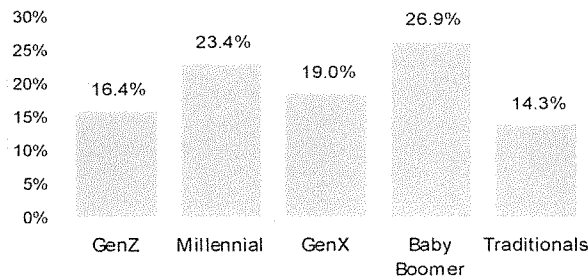
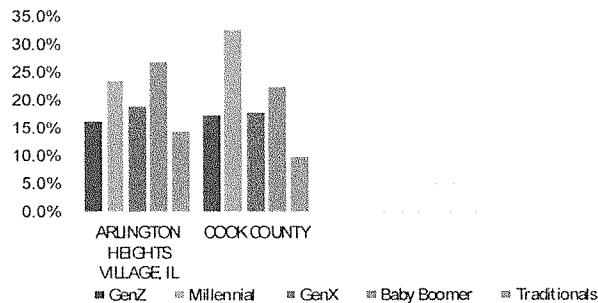
ETHNICITY BY AREA



POPULATION BY AGE



POPULATION BY GENERATION

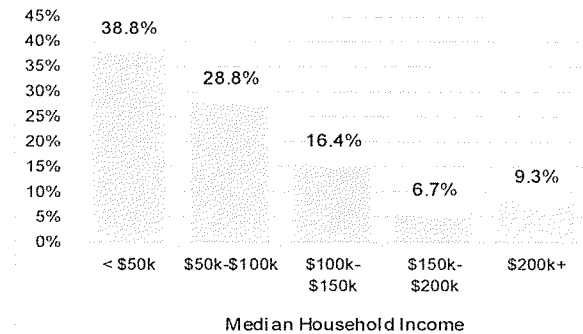
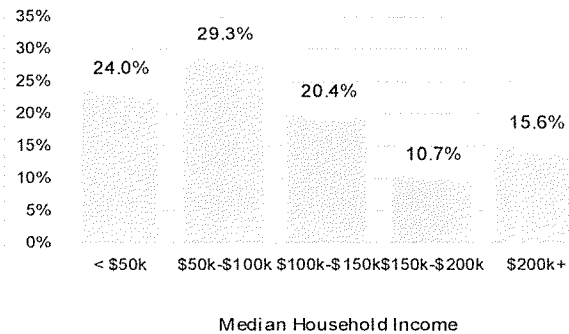
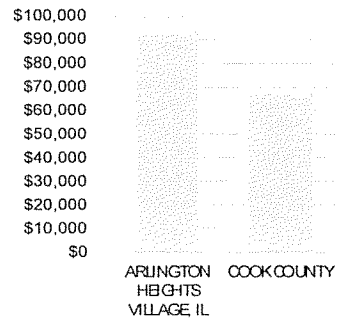


YEAR 2016 ESTIMATE

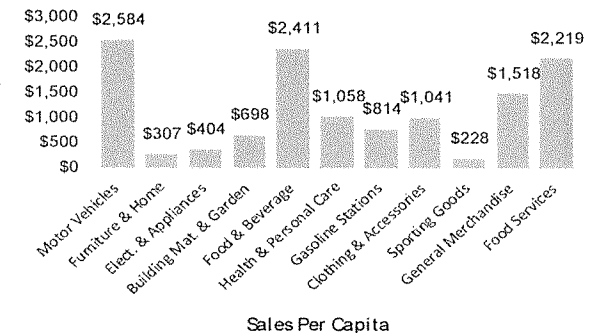
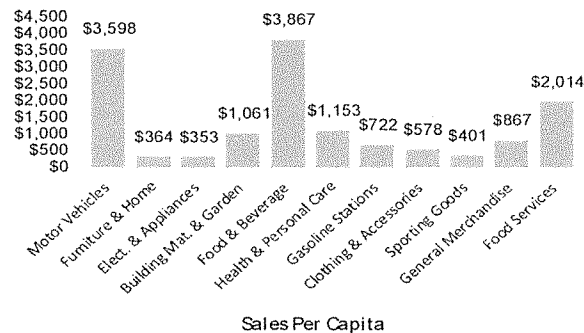
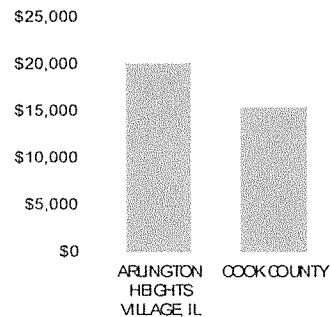
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COOK COUNTY YEAR 2016 ESTIMATE

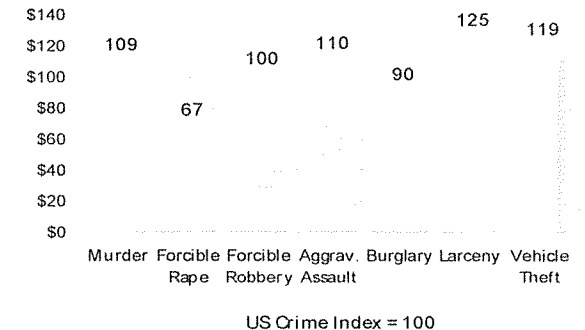
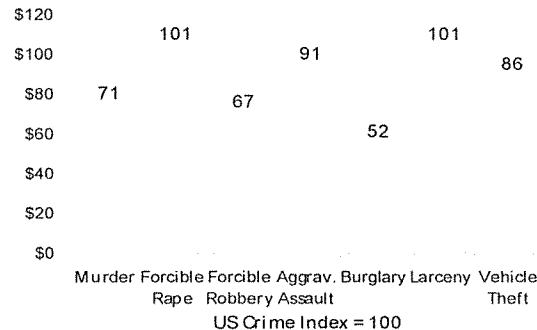
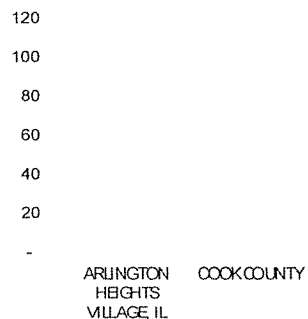
MEDIAN HOUSEHOLD INCOME



RETAIL SALES PER CAPITA



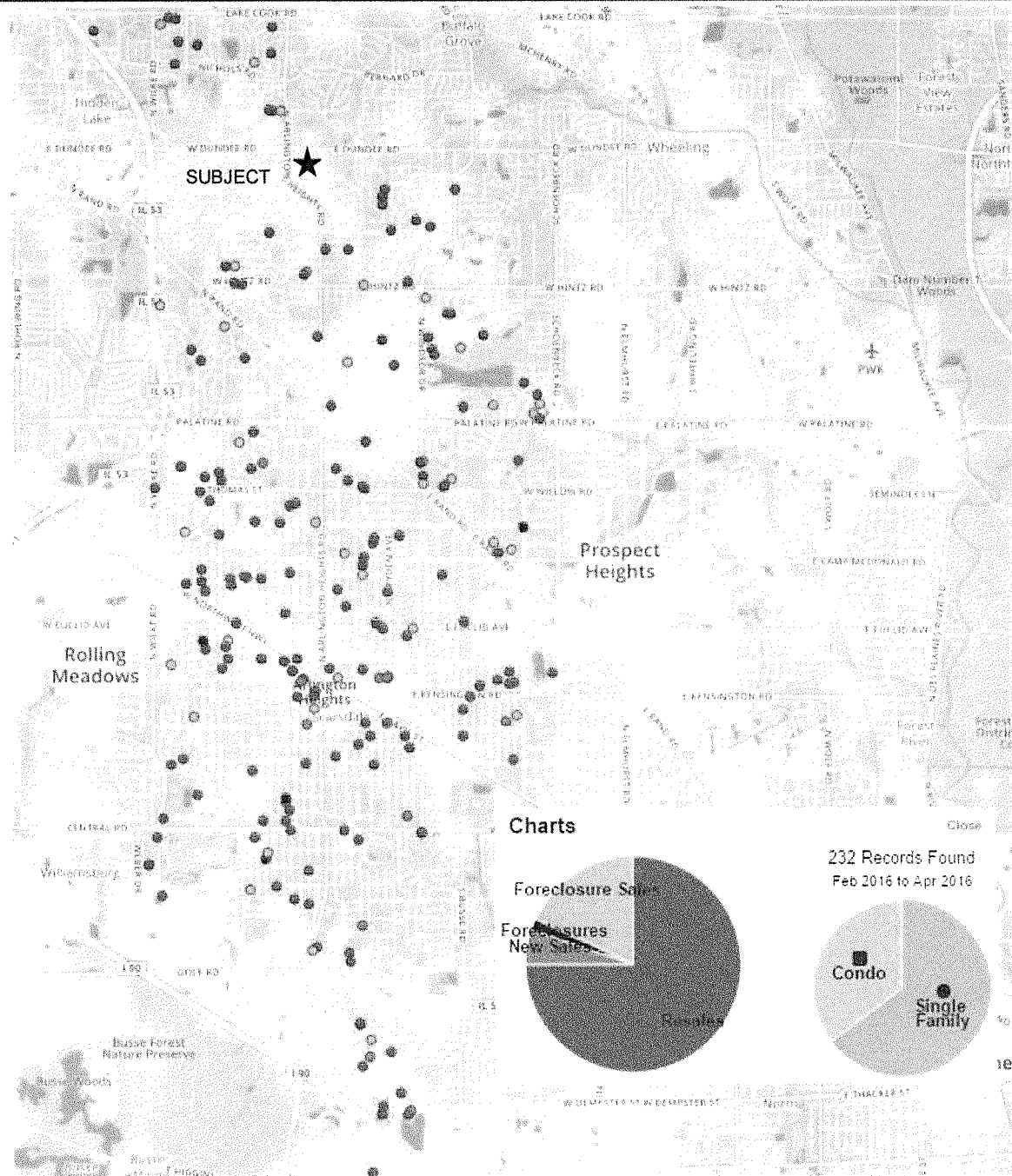
TOTAL CRIME INDEX (US=100)



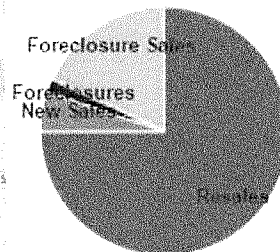
US Crime Index = 100

US Crime Index = 100

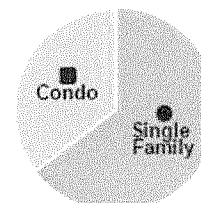
COMPETITIVE HOUSING MARKET



Charts



232 Records Found
Feb 2016 to Apr 2016



COMPANY OVERVIEW AND BUSINESS BIOGRAPHY



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ESTATE
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905 Calle Amanecer, Suite 200

San Clemente, CA 92673

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Real Estate Economics is a leading national provider of real estate consulting services and online research tools. Working with builders, lenders, investors, developers and others in the real estate development industry, the team at Real Estate Economics has created the most comprehensive and insightful consulting services and online information tools available on a national level.

Real Estate Economics was founded in 1995 by Mark Boud, a well respected real estate economist. In 2015, REE greatly expanded its capabilities by merging with **Hanley Wood/Metrostudy**, highly respected national real estate data and consulting firms. The company's main office is in San Clemente, California. A team of highly experienced consultants at Real Estate Economics provides market analyses, feasibility studies, land optimization studies, supply/demand analyses and site-specific market reports for a diverse set of clients throughout major markets in the United States, with special emphasis on the west coastal markets, Hawaii, Nevada, Arizona, Utah, Colorado, Texas, Georgia, Florida, and the Carolinas. This team of consultants has the experience and knowledge to understand the changing market conditions and opportunities unique to each area they serve.

Born out of the company's consulting efforts, Real Estate Economics has also created online real estate information tools that allow subscribers to conduct their own research with precision and speed. Within minutes, detailed statistics and reports can be generated for any site area within any major region of the nation. Reports, tables and charts are provided in MS Word® or Excel® format so that the subscriber can update or manipulate the data as needed. Detailed information on all actively selling new home developments are available in select western markets, with existing home sales records, distressed housing records, demographic and socio-economic trends, builder rankings, employment, building permits and even floor plan renderings available in most national markets. All information can be accessed at www.realestateeconomics.com.

BIOGRAPHY FOR MARK BOUD, PRINCIPAL OF REAL ESTATE ECONOMICS



Mark Robbins Boud is a graduate of Brigham Young University. He holds degrees in Economics and English Literature. Since graduation in 1985, Mr. Boud has been heavily involved in the analysis of commercial and residential real estate markets throughout the United States. His modeled forecasts and analytics are trusted by major builders, land developers, capital groups and financial institutions. He is quoted in the Wall Street Journal, USA Today, Forbes and other major newspapers, magazines and industry publications. Mr. Boud is a popular public speaker and industry panelist, and is actively involved in many building industry trade organizations.

Mr. Boud formally organized Real Estate Economics in 1995. In 2015, REE greatly expanded its capabilities by merging with **Hanley Wood/Metrostudy**, highly respected national real estate data and consulting firms. Mr. Boud continues to lead Real Estate Economics while also serving as Chief Economist for Hanley Wood. REE's goal continues to be the promotion of intelligent and successful development of real estate throughout the United States by an effective understanding and forecast of the economic cycle. In doing so, Mr. Boud and his team conduct hotel, retail, office, custom and master planned residential, and age targeted market research throughout the nation. Clients include Cal Atlantic Homes, Bank of America, Lennar Corporation, Shea Homes, IHP Capital Partners, William Lyon Homes, Cityview, Partners Bank, Newland Communities, Rio Tinto, DMB Inc, Starwood, Alexander Baldwin, Queen Lili'uokalani Trust, Kamehameha Schools, Pulte/Del Webb, 1st American, Sunbelt Holdings, Rancho Mission Viejo, and The Irvine Company.

Most recently, Mr. Boud and his team have completed market, feasibility and fiscal impact studies, asset valuation reports and land plan optimization reports for commercial and residential developments for The Queen Lili'uokalani Trust on the Big Island (Hawaii), Rio Tinto at Daybreak (Salt Lake City, UT), A&B Properties on Oahu and Maui, Newland Communities in Seattle, Atlanta and the Carolinas, Lennar Communities in Anaheim and Irvine (Orange County, CA), DMB in Arizona and the California Bay Area, and Cal Atlantic Homes in California and Florida.

Mr. Boud's memberships include; the Urban Land Institute (ULI), the Building Industry Association, the Sales and Marketing Council, the Southern California Real Estate Research Council, and the Northern California Real Estate Research Council. Mr. Boud has guest-lectured at Cornell University, Arizona State University, University of Southern California, University of California Irvine and Brigham Young University. Mr. Boud is a founding board member of the Roger C. Hobbs Institute for Real Estate, Law and Environmental Studies at Chapman University in Orange County, California.

BIOGRAPHY FOR ROBERT REICHER, SENIOR CONSULTANT



Robert Reicher has been active in the real estate industry since 1970, holding positions with major developers and builders, as well as acting as an advisor and consultant to many of the most significant builders, developers, major corporations, lenders and government agencies in the nation. Mr. Reicher has been a Principal with Market Profiles and a Principal with Economics Research Associates. He also was in charge of the regional real estate consulting practice of a Big 6 management consulting and accounting firm.

Mr. Reicher has been involved in the planning, processing, development, building, marketing and financing of projects containing over 100,000 residential units in all major markets across the country. He has provided guidance at various stages of development for large-scale resorts in markets throughout the Pacific Rim, as well as for major office complexes, industrial parks, regional shopping centers, and planned communities. His expertise in real estate marketing, planning and financing has been utilized in an expert witness capacity before various boards, commissions and courts.

For private sector clients, Mr. Reicher has created initial development plans, evaluated the market and financial feasibility of projects in every potential land use category, developed project pro formas and other due diligence material for equity and debt financing in public or private offerings, created marketing programs to assist in the workout of troubled projects, developed strategic business plans for both start-up and ongoing operations of building and development entities, structured and negotiated complex purchase and financing packages for residential, office and mixed-use projects, prepared valuation reports for vacant land and developed real property, acted as consultant and expert witness in major litigation, and acted as ongoing advisor for a variety of investors and building operators.

In the public sector, Mr. Reicher has overseen the establishment of a program of public/private development for a large Southern California county, prepared studies of fiscal and economic impacts of proposed development, developed capital budgets and fiscal plans, acted as a consultant regarding key real estate related strategic decisions, provided market guidance to redevelopment agencies, prepared management audits of operations of real estate-related government agencies, and presented seminars to government officials responsible for public/private development.

Mr. Reicher holds a BS degree from University of California Los Angeles (UCLA) and an MBA from University of Southern California. He is a licensed California Real Estate Broker.



Lexington Heritage in Arlington Heights Market Study and Price/Value Backup as of 10/31/16

After examining the residential resale activity in Arlington Heights and surrounding areas, all indications are that the targeted pricing and sales pace for Lexington Heritage in Arlington Heights is very achievable.

In order to maximize the report's accuracy, I only used comparables of similar products within Arlington Heights proper, (with most comps being within two miles of the site), and with all transactions occurring within the last six months.

Also important to note. The vast majority of townhouses in Arlington Heights with front-loaded garages and entrances (Frenchman's Cove, Lake Arlington Towne, Arlington on the Ponds, etc.) are 20+ years old.

Product proposed for Lexington Heritage

2-STORY TOWNHOMES * FRONT LOADED GARAGES * BASEMENT INCLUDED					
<i>Unit</i>	<i>Sq Ft</i>	<i>BRs</i>	<i>Baths</i>	<i>Price</i>	<i>Price/Sq Ft</i>
New Unit A	1650 plus basement	2-3	2½	\$385,000	\$233
The Summitt	1950 plus basement	3	2½	\$405,000	\$207

3-STORY TOWNHOMES - REAR LOADED GARAGES					
<i>Unit</i>	<i>Sq Ft</i>	<i>BRs</i>	<i>Baths</i>	<i>Price</i>	<i>Price/Sq Ft</i>
Warrington	1750	2-3	2½	\$335,000	\$191
Coventry	1913	3	2½	\$350,000	\$182

3-story, rear-loaded garage, front-loaded entrance

Address	Sq Ft	BRs	Baths	# car pkg	Year built	Selling price	Price / sq ft
1525 E Arbor Ln	1719	3	2½	2	2015	\$336,100	\$196
1528 Arbbor Ln	1742	3	2½	2	2016	\$331,300	\$190
2736 N Greenwood Ave	2300	4	3½	2	2000	\$324,990	\$141
1512 Arbor Ln	1742	3	2½	2	2016	\$320,000	\$184
2623 N Greenwood Ave	1892	4	3	2	1998	\$317,000	\$168
2808 N Greenwood Ave	1892	4	3½	2	2000	\$313,500	\$166
2814 N Greenwood Ave	1892	4	3½	2	2000	\$312,500	\$165
2872 N Greenwood Ave	1892	4	3	2	1999	\$310,000	\$164
207 S Evergreen Ave	2400	3	3	2	2005	\$475,000	\$198

2-story, front loaded garage, front-loaded entrance

Address	Sq Ft	BRs	Baths	Basement	# car pkg	Year built	Selling price	Price / sq ft
103 S. Evergreen	1444	2	1½	NO	2	1999	\$318,000	\$220
315 W Park Pl Unit B-1	2150	3	3	YES	2	2009	\$440,000	\$205
2179 N. Lake Shore Cir	2000	2	3	YES	2	1987	\$367,500	\$184
3056 N. Daniels Ct	Unknown	3	2½	NO	2	1994	\$289,900	n/a
1935 N. Silver Lake Rd	1450	2	2½	NO	2	1994	\$254,900	\$176



MEMORANDUM TO: John Agenlian
Lexington Homes, LLC

FROM: Nicholas J. Butler
Consultant

Luay R. Aboona, PE
Principal

DATE: October 4, 2016

SUBJECT: Traffic Impact Study
Proposed Residential Development
Arlington Heights, Illinois

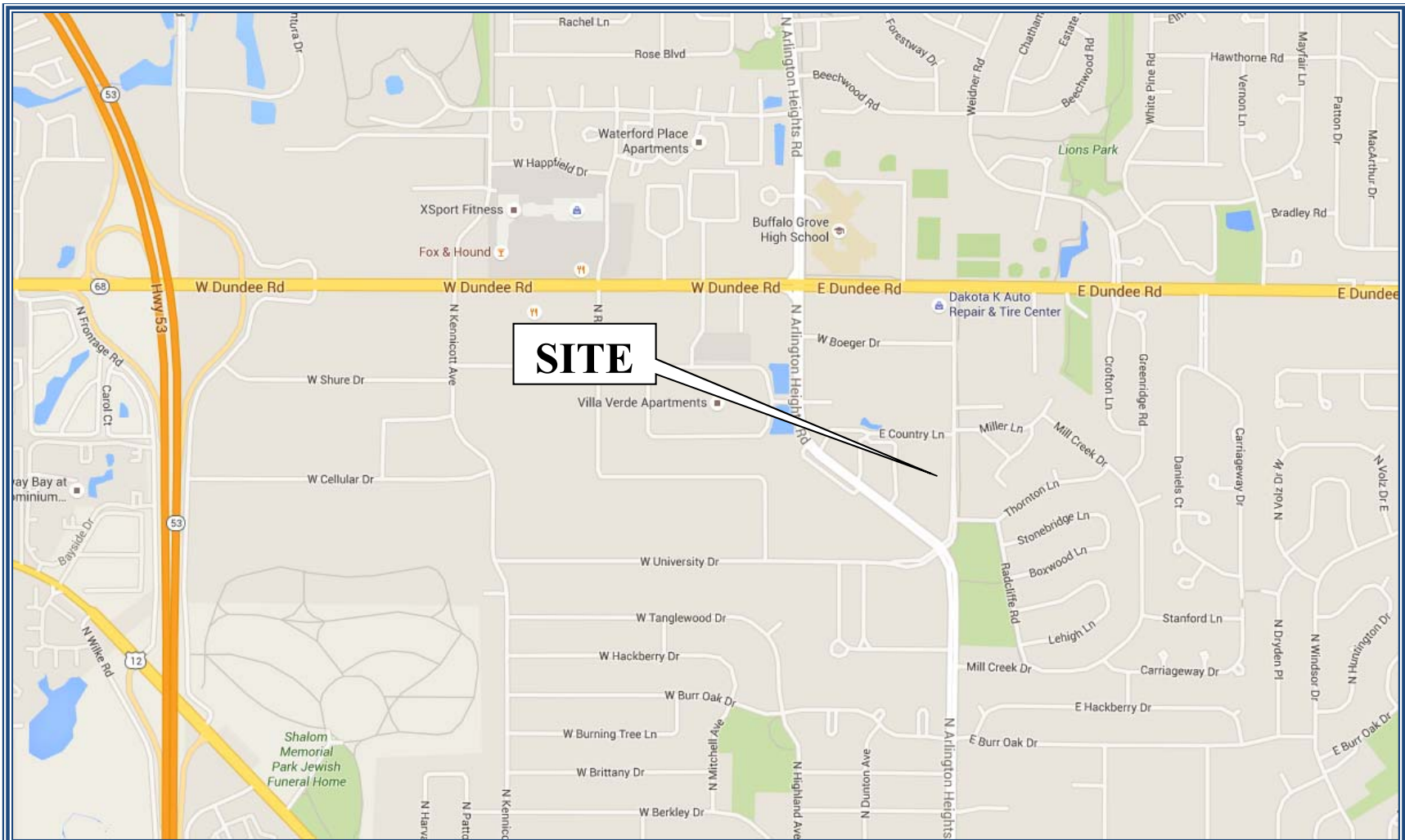
This memorandum summarizes the methodologies, results and findings of a site traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Arlington Heights, Illinois. The site, which is currently occupied by four single-family homes, is located in the southwest quadrant of the intersection of Old Arlington Heights Road with Country Lane. As proposed, the development is to contain 48 townhomes and provide a total of 202 parking spaces. Access to the development is proposed via two full movement access drives on Old Arlington Heights Road and Country Lane.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

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

The sections of this memorandum 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 site
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access system and adjacent roadway system
- Recommendations regarding the adequacy of the parking supply



Site Location

Figure 1



Aerial View of Site Location

Figure 2

Existing Conditions

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

Site Location

The site, which is currently occupied by four single-family homes, is located in the southwest quadrant of the intersection of Old Arlington Heights Road with Country Lane. Area land uses in the vicinity of the site are primarily residential and commercial with the Timber Court Luxury Condominiums and single-family homes to the north, Mill Creek Condominiums and single-family homes to the east, and mixed-use office buildings to the south and west.

Existing Roadway System Characteristics

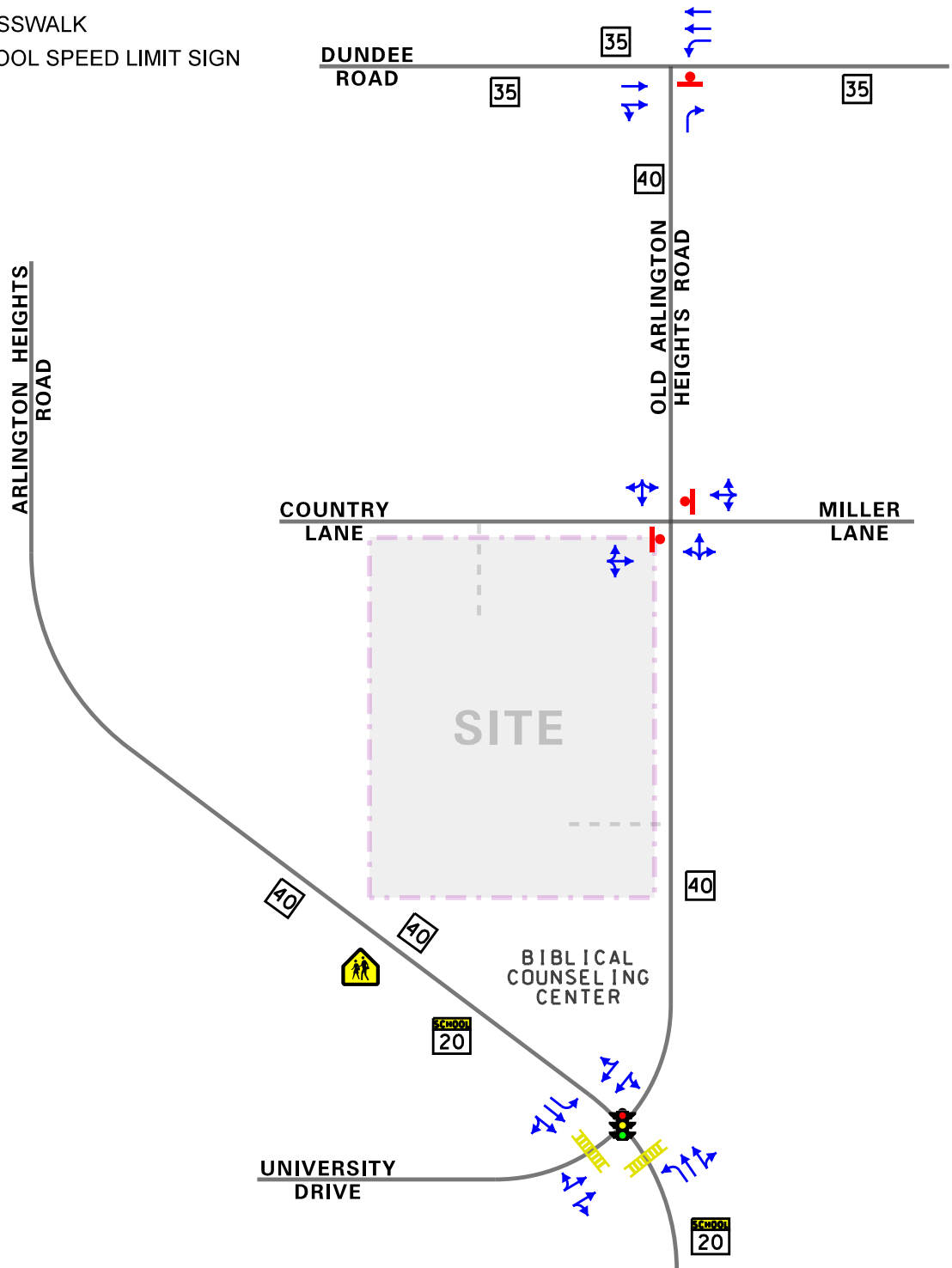
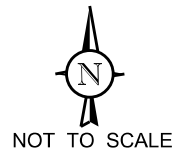
The following summarizes the existing roadway characteristics within the vicinity of the site which are illustrated in **Figure 3**.

Old Arlington Heights Road is a north-south local roadway that extends from Dundee Road south to Arlington Heights Road where it becomes University Drive. In the vicinity of the site, it provides one through lane in each direction. At its signalized intersection with Arlington Heights Road, Old Arlington Heights Road provides a combined left-turn/through lane and a combined through/right-turn lane on both approaches. At its unsignalized intersection with Country Lane, Old Arlington Heights Road provides a combined through/right-turn lane on the southbound approach and a combined through/left-turn lane on the northbound approach. At its unsignalized intersection with Dundee Road, Old Arlington Heights Road provides one lane on the northbound approach restricted to right-turn movements under stop sign control. Old Arlington Heights Road has a mix of urban and rural cross-sections, is under the jurisdiction of the Illinois Department of Transportation (IDOT), and has a posted speed limit of 40 miles per hour.

Country Lane is an east-west local roadway that in the vicinity of the site provides one wide through lane in each direction. At its unsignalized intersection with Old Arlington Heights Road, Country Lane provides a combined left-turn/through/right-turn lane under stop sign control.

Arlington Heights Road is a north-south roadway that in the vicinity of the site provides a five-lane cross-section with two through lanes in each direction and a median. At its signalized intersection with Old Arlington Heights Road, Arlington Heights Road provides an exclusive left-turn lane, an exclusive through lane, and a combined through/right-turn lane on both approaches. Arlington Heights Road provides a crosswalk on the south leg of the intersection. Arlington Heights Road is under the jurisdiction of the Cook County Department of Transportation and Highways, is classified as a minor arterial by IDOT, carries an average daily traffic (ADT) volume of 21,800 vehicles, and has a posted speed limit of 40 miles per hour.

- LEGEND**
- - TRAVEL LANE
 - 🚦 - TRAFFIC SIGNAL
 - 🛑 - STOP SIGN
 - XX - SPEED LIMIT
 - ▤ - CROSSWALK
 - SCHOOL 20 - SCHOOL SPEED LIMIT SIGN



PROJECT:

Proposed Townhomes
Arlington Heights, Illinois

TITLE:

Existing Roadway Characteristics



Figure: 3

Dundee Road (IL 68) is an east-west roadway that in the vicinity of the site provides a five-lane cross-section with two through lanes in each direction and a median. At its unsignalized intersection with Old Arlington Heights Road, Dundee Road provides an exclusive through lane and a combined through/right-turn lane on the eastbound approach and an exclusive left-turn lane and two through lanes on the westbound approach. Dundee Road is under the jurisdiction of IDOT, is classified by IDOT as an other principal arterial, carries an ADT volume of 27,700 vehicles, and has a posted speed limit of 35 miles per hour.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle traffic counts on Tuesday, April 19, 2016 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Old Arlington Heights Road with Arlington Heights Road
- Old Arlington Heights Road with Country Lane
- Old Arlington Heights Road with Dundee Road

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:00 A.M. to 8:00 A.M. and the evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes.

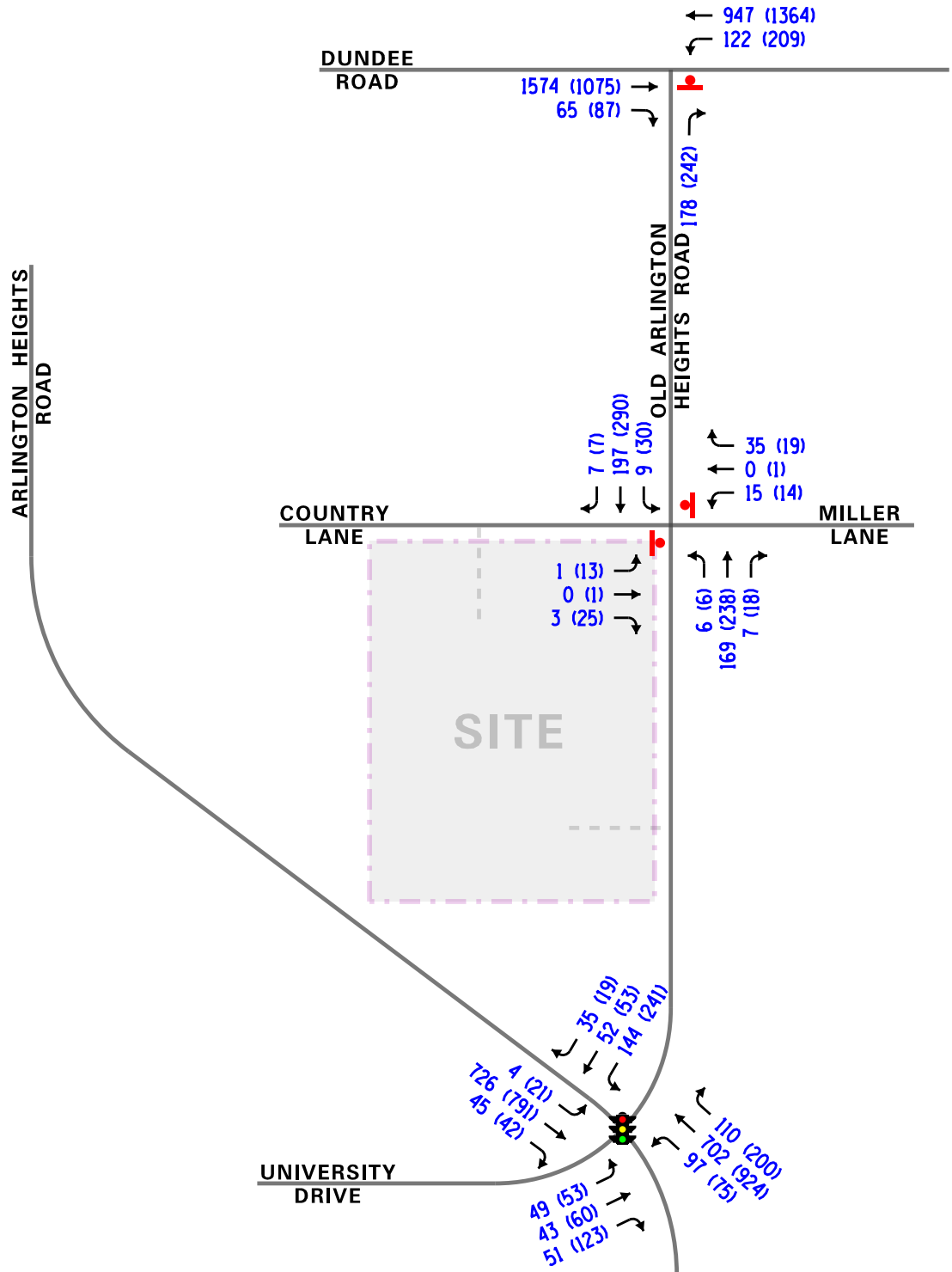
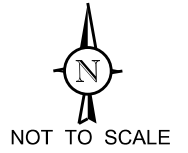
Accident Analysis

KLOA, Inc. obtained accident data from IDOT for the past five years (2010 to 2014) for the intersections of Old Arlington Heights Road with Arlington Heights Road, Country Lane, and Dundee Road. **Tables 1, 2, and 3** summarize the accident data for the intersections. A review of the data indicated that there were no fatalities reported and that the frequency of accidents was relatively low, considering the amount of traffic traveling along Old Arlington Heights Road. Furthermore, the intersection is not listed in IDOT's Statewide or Local Five Percent Report which presents the five percent of state, county, township and municipal roadway segments and intersections exhibiting the most pressing safety needs.

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.

LEGEND

- 00 - AM PEAK HOUR (7:00-8:00 AM)
- (00) - PM PEAK HOUR (5:00-6:00 PM)



PROJECT:

Proposed Townhomes
Arlington Heights, Illinois

TITLE:

Existing Traffic Volumes



Figure: 4

Table 1
 OLD ARLINGTON HEIGHTS ROAD WITH ARLINGTON HEIGHTS ROAD
 ACCIDENT SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2010	-	-	3	1	-	1	5
2011	1	1	2	-	1	1	6
2012	1	-	1	-	2	-	4
2013	-	-	-	-	2	-	2
2014	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>
Total	2	1	8	2	6	2	21
Average/Year	>1.0	>1.0	1.6	>1.0	1.2	>1.0	4.2

Table 2
 OLD ARLINGTON HEIGHTS ROAD WITH COUNTRY LANE ACCIDENT SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2010	-	-	1	-	-	-	1
2011	-	-	-	-	-	-	0
2012	-	-	-	-	-	-	0
2013	-	-	1	-	-	-	1
2014	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>
Total	0	0	2	0	0	0	2
Average/Year	0	0	>1.0	0	0	0	>1.0

Table 3

 OLD ARLINGTON HEIGHTS ROAD WITH DUNDEE ROAD ACCIDENT SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2010	-	-	2	-	-	1	3
2011	1	1	2	1	-	1	6
2012	-	-	2	-	-	-	2
2013	-	1	1	-	-	1	3
2014	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>3</u>
Total	1	2	9	1	1	3	17
Average/Year	>1.0	>1.0	1.8	>1.0	>1.0	>1.0	3.4

Traffic Characteristics of the Proposed Development

Proposed Development Plan

As proposed, the plans call for developing the site with 48 townhomes. A total of 202 parking spaces (96 in garages) will be provided for residents and visitors. Access to the proposed development will be provided via two access drives on Country Lane and Old Arlington Heights Road. The access drive on Old Arlington Heights Road will be located approximately 400 feet south of Country Lane and the access drive on Country Lane will be located approximately 250 feet west of Old Arlington Heights Road. Both access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control. In addition, Old Arlington Heights Road will be widened on the west side along the site frontage to provide a second through lane matching the existing two southbound lanes to the north and south. A copy of the site plan is included in the Appendix.

Directional Distribution

The directional distribution of future site-generated trips on the roadway system is a function of several variables, including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system without encountering congestion. The directions from which development-generated traffic will approach and depart the development were estimated based on existing travel patterns, as determined from the traffic counts. The estimated directional distribution of development traffic is shown in **Figure 5**.

Estimated Site Traffic Generation

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed townhome development is based on vehicle trip generation rates contained in *Trip Generation Manual*, 9th Edition, published by the Institute of Transportation Engineers (ITE). Land-Use Code 230 rates were used to estimate the trips to be generated by the townhomes. **Table 4** shows the site-generated traffic volumes for the proposed development.

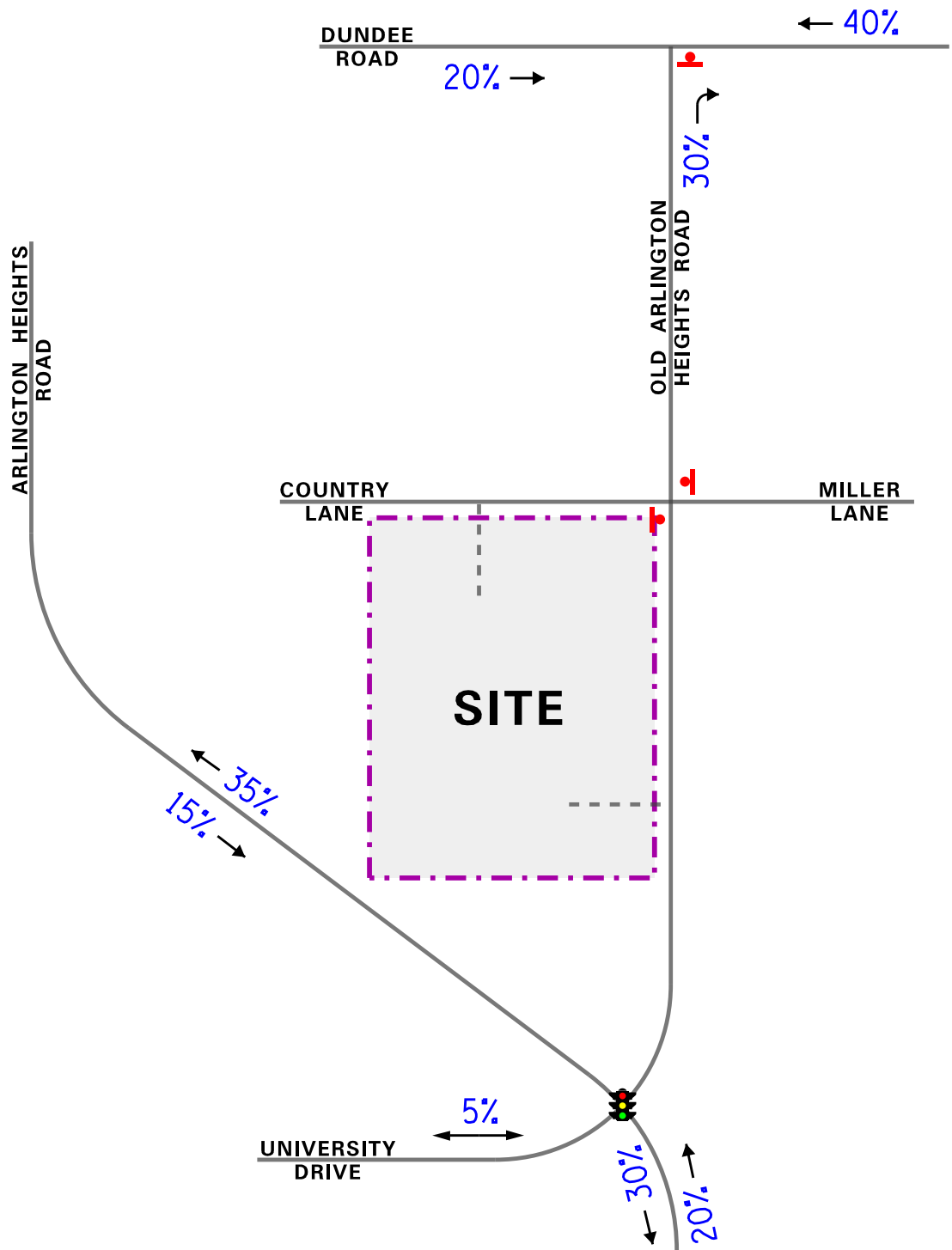
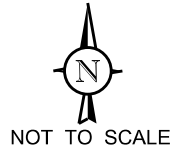
Table 4
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two Way Trips
		In	Out	Total	In	Out	Total	
230	Townhomes (48 Units)	5	24	29	22	11	33	346
		$e^{x(0.80*\ln(x)+0.26)}$ = 29			$e^{x(0.82*\ln(x)+0.32)}$ = 33			$e^{x(0.87*\ln(x)+2.46)}$ = 346

LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET



PROJECT:

Proposed Townhomes
Arlington Heights, Illinois

TITLE:

Estimated Directional Distribution



Figure: 5

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 the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5) and are illustrated in **Figure 6**.

Background Traffic Conditions

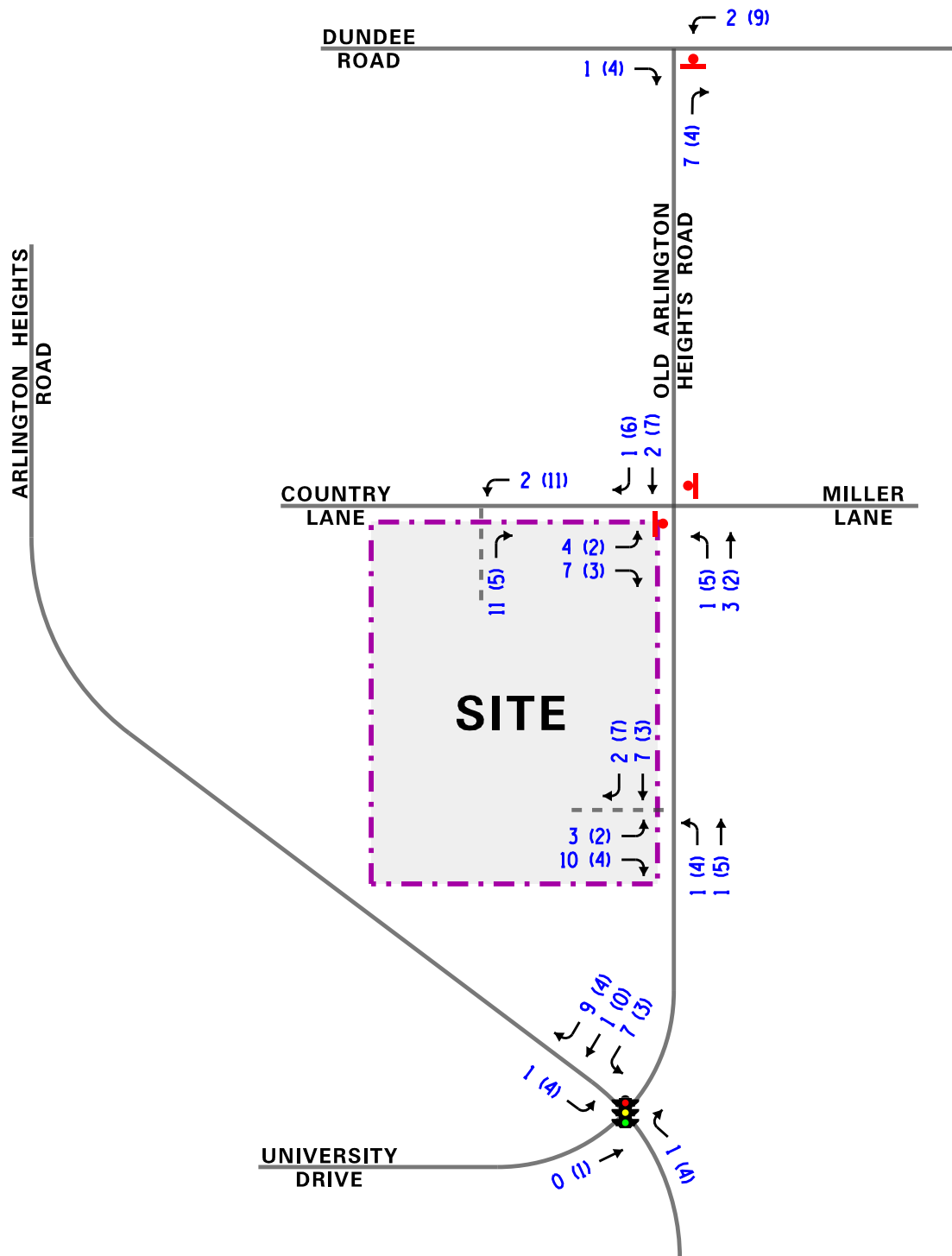
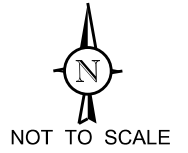
Based on the Chicago Metropolitan Agency for Planning (CMAP) Year 2040 population and employment projections, the existing traffic volumes were increased by one-half percent per year for two years (buildout year plus one) to project the Year 2018 background traffic volumes. A copy of the CMAP Year 2040 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The existing traffic volumes accounting for growth were combined with the peak hour traffic volumes generated by the development to determine the Year 2018 total projected traffic volumes that are shown in **Figure 7**.

LEGEND

- 00 - AM PEAK HOUR (7:00-8:00 AM)
 (00) - PM PEAK HOUR (5:00-6:00 PM)



PROJECT:

Proposed Townhomes
 Arlington Heights, Illinois

TITLE:

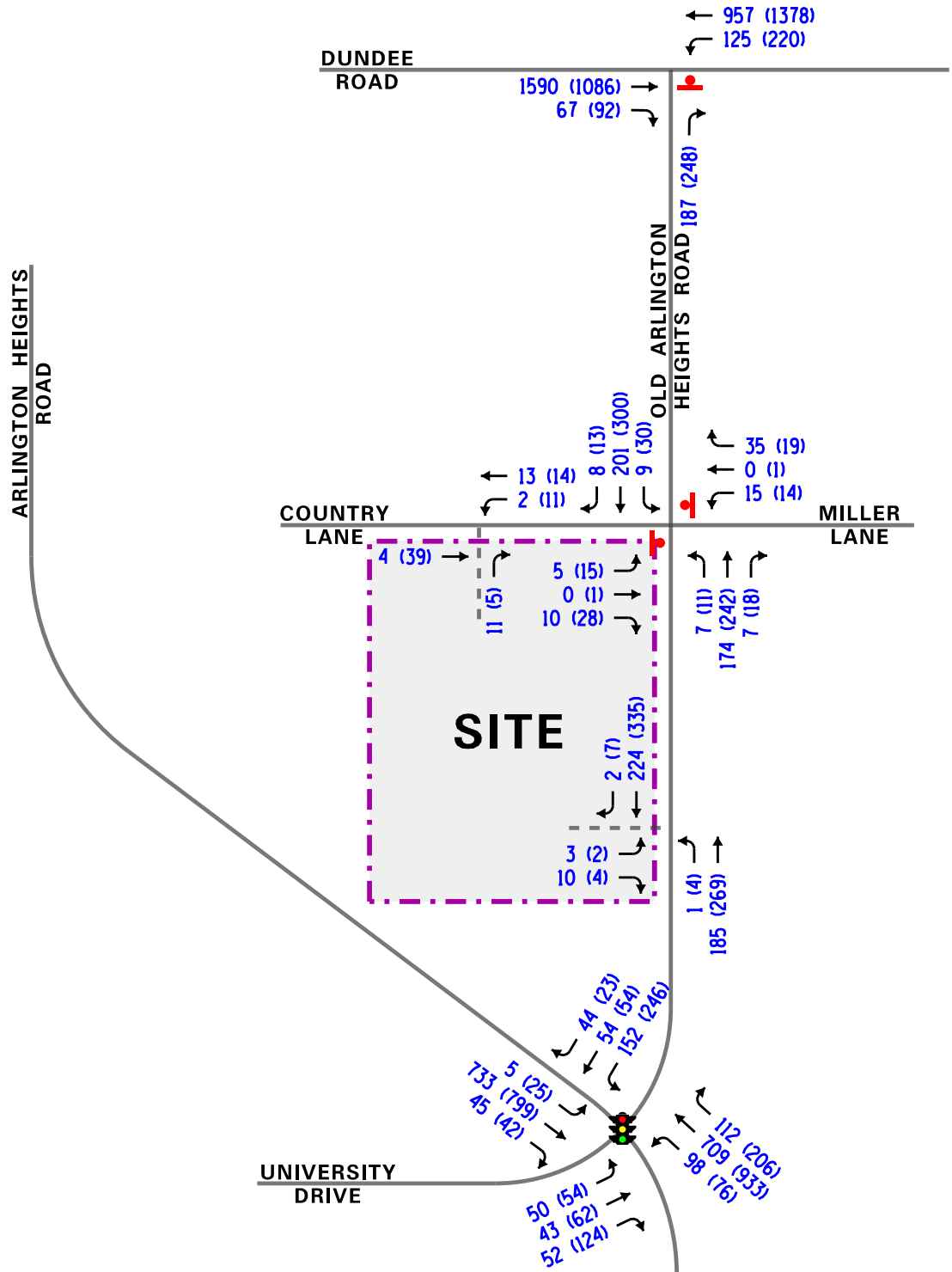
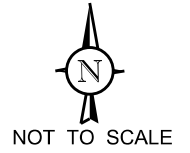
Estimated Site Traffic Assignment



Figure: 6

LEGEND

- 00 - AM PEAK HOUR (7:00-8:00 AM)
- (00) - PM PEAK HOUR (5:00-6:00 PM)



PROJECT:

Proposed Townhomes
Arlington Heights, Illinois

TITLE:

Year 2018 Total Projected
Traffic Volumes



Job No: 16-115

Figure: 7

Traffic Analysis

Traffic analyses were performed for the intersections in the study area to determine the operation of the existing roadway system, evaluate the impact of the proposed development, and determine the ability of the roadway system to accommodate projected traffic demands. Analyses were performed for the weekday morning and evening peak hours for both the existing and projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the Synchro/SimTraffic 8 software. The analyses for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and projected conditions are presented in **Tables 5** and **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5

LEVEL OF SERVICE AND DELAY – EXISTING CONDITIONS

	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Level of Service	Delay (seconds)	Level of Service	Delay (seconds)
Intersection				
Arlington Heights Road with Old Arlington Heights Road ¹				
• Overall	B	12.2	B	16.1
• Eastbound Approach	B	17.3	B	13.9
• Westbound Approach	C	25.7	C	32.3
• Northbound Approach	A	8.0	B	13.6
• Southbound Approach	B	12.1	B	14.2
Old Arlington Heights Road with Country Lane ²				
• Eastbound Approach	B	10.6	B	12.9
• Westbound Approach	B	10.6	B	13.2
Old Arlington Heights Road with Dundee Road ²				
• Westbound Left Turn	C	23.4	C	15.2
• Northbound Approach	E	46.6	C	23.9
¹ Signalized Intersection				
² Unsignalized Intersection				

Table 6

LEVEL OF SERVICE AND DELAY – FUTURE CONDITIONS

	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Level of Service	Delay (seconds)	Level of Service	Delay (seconds)
Intersection				
Arlington Heights Road with Old Arlington Heights Road ¹				
• Overall	B	12.4	B	16.4
• Eastbound Approach	B	17.1	B	13.9
• Westbound Approach	C	25.6	C	32.2
• Northbound Approach	A	8.2	B	14.1
• Southbound Approach	B	12.3	B	14.6
Old Arlington Heights Road with Country Lane ²				
• Eastbound Approach	B	11.1	B	13.3
• Westbound Approach	B	10.7	B	13.6
Old Arlington Heights Road with Dundee Road ²				
• Westbound Left Turn	C	24.3	C	15.8
• Northbound Approach	F	52.8	D	25.1
Old Arlington Heights Road with Access Drive ²				
• Eastbound Approach	A	9.6	B	11.0
Country Lane with Access Drive ²				
• Northbound Approach	A	8.4	A	8.5
¹ Signalized Intersection				
² Unsignalized Intersection				

Discussion and Recommendations

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

Arlington Heights Road with Old Arlington Heights Road

As it can be seen from the results of the capacity analyses, the intersection of Arlington Heights Road with Old Arlington Heights Road is currently operating at LOS B during the weekday morning and evening peak hours. Under future conditions, the intersection will continue operating at the same LOS during the peak hours. Based on the results of the capacity analyses, no additional improvements will be necessary at this intersection in conjunction with the proposed development.

Old Arlington Heights Road with Country Lane

As it can be seen from the results of the capacity analyses, the eastbound and westbound approaches of the intersection of Old Arlington Heights Road with Country Lane are currently operating at LOS B during the weekday morning and evening peak hours. Under future conditions, the intersection will continue operating at the same LOS during the peak hours. Based on the results of the capacity analyses, no additional improvements will be necessary at this intersection in conjunction with the proposed development.

Old Arlington Heights Road with Dundee Road

The results of the capacity analysis indicate that the outbound right-turn movements from Old Arlington Heights Road currently operate at LOS E during the weekday morning peak hour. During the evening peak hour, the outbound right-turn movements operate at LOS C. Under future conditions, with the addition of seven trips during the morning peak hour and four trips during the evening peak hour to the northbound right turns, the northbound approach will experience an increase of approximately six and less than two seconds in average delay during the weekday morning and evening peak hours resulting in LOS F and LOS D, respectively. This is reflective of the westbound left-turn movement which is currently operating at LOS C during the weekday morning and evening peak hours and is expected to continue operating at LOS C under future conditions. It should be noted that the results of the capacity analysis for this intersection do not take into account its proximity to the traffic signal at the Buffalo Grove High School access drive to the west which creates gaps in the eastbound traffic stream, allowing right-turn out and left-turn in movements to occur with less delay than indicated by the results.

Operations of Proposed Access Drives

Based on the capacity analyses, the proposed access drives will operate at acceptable levels of service and will be adequate in accommodating the traffic projected to be generated by the proposed development. The provision of two access drives will ensure flexible and emergency access is provided for the proposed development. In addition, the expansion of Old Arlington Heights Road to two southbound lanes south of Country Lane will provide additional opportunities for vehicles to turn right onto Old Arlington Heights Road by turning into the new lane.

Parking Evaluation

The Village of Arlington Heights requires parking for townhomes be provided at a ratio of two spaces per unit. This equates to a total of 96 spaces required. The proposed development will provide 96 garage spaces, 96 driveway spaces, and 10 guest spaces for a total of 202 spaces. Additionally, the proposed 202 parking spaces exceeds the number of spaces required by the rates published in the *ITE Parking Generation Manual*, 4th Edition, which requires a total of 66 spaces at a ratio of 1.38 spaces per unit. As such, the proposed parking supply will be adequate in meeting the parking needs of the proposed development.

Conclusion

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

- The development is well located with respect to the area roadway system.
- The development will generate a low volume of traffic. A total of 29 and 33 trips are estimated to be generated during the weekday morning and weekday evening peak hours, respectively. As a result, the development will not have a significant impact on area roadways.
- The proposed accesses on Old Arlington Heights Road and Country Lane will ensure that efficient and flexible access is provided to the proposed development.
- The proposed parking supply of 202 spaces will be adequate in accommodating the peak parking demand of the proposed development.

Appendix

- CMAP Traffic Projections**
- Traffic Count Summary Sheets**
 - Preliminary Site Plan**
 - Level of Service Criteria**
 - Capacity Analysis Sheets**

CMAQ Traffic Projections



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

April 29, 2016

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

Subject: *Old Arlington Heights Road - Dundee Road - Arlington Heights Road*
Cook County DOTD

Dear Mr. Butler:

In response to a request made on your behalf and dated April 29, 2016, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Year 2040 ADT
Arlington Heights Road	22,000
Dundee Road east of Arlington Heights Road	28,200
Dundee Road west of Arlington Heights Road	24,500

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Jose Rodriguez".

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

cc: Yonan (Cook County DOTD)
S:\AdminGroups\ResearchAnalysis\SmallAreaTrafficForecasts_CY16\ArlingtonHeights\ck-33-16\ck-33-16.docx

Traffic Count Summary Sheets

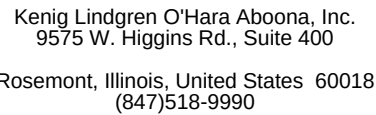


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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights and Old
Arlington Heights
Site Code:
Start Date: 04/19/2016
Page No: 1

Turning Movement Data

Start Time	University Drive Eastbound						Old Arlington Heights Road Westbound						Arlington Heights Road Northbound						Arlington Heights Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	27	13	7	0	47	0	31	12	13	0	56	0	19	245	23	0	287	0	2	155	11	0	168	558
7:15 AM	0	10	13	15	0	38	0	34	8	8	0	50	0	17	168	28	0	213	0	1	228	16	0	245	546
7:30 AM	0	7	7	15	0	29	0	50	15	9	0	74	0	20	133	29	0	182	0	1	177	8	0	186	471
7:45 AM	0	5	10	14	0	29	0	29	17	5	0	51	0	41	156	30	0	227	0	0	166	10	0	176	483
Hourly Total	0	49	43	51	0	143	0	144	52	35	0	231	0	97	702	110	0	909	0	4	726	45	0	775	2058
8:00 AM	0	4	11	14	0	29	0	38	12	6	0	56	0	24	132	35	0	191	0	2	154	5	0	161	437
8:15 AM	0	9	10	8	0	27	0	27	6	3	0	36	0	23	136	42	0	201	0	3	163	10	0	176	440
8:30 AM	0	8	4	10	0	22	0	56	6	11	0	73	0	20	160	29	0	209	0	5	161	9	0	175	479
8:45 AM	0	11	12	17	0	40	0	42	14	5	0	61	0	25	163	36	0	224	0	4	156	14	0	174	499
Hourly Total	0	32	37	49	0	118	0	163	38	25	0	226	0	92	591	142	0	825	0	14	634	38	0	686	1855
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	14	10	17	0	41	0	42	12	8	0	62	0	21	215	43	0	279	1	5	176	6	0	188	570
4:15 PM	0	7	8	20	0	35	0	37	4	7	0	48	0	24	218	51	0	293	1	6	172	16	0	195	571
4:30 PM	0	24	16	38	0	78	0	37	8	7	0	52	0	19	225	52	0	296	0	8	197	8	0	213	639
4:45 PM	0	13	6	33	0	52	0	54	20	9	0	83	0	30	199	52	0	281	0	6	222	12	0	240	656
Hourly Total	0	58	40	108	0	206	0	170	44	31	0	245	0	94	857	198	0	1149	2	25	767	42	0	836	2436
5:00 PM	0	26	25	63	0	114	0	64	18	3	0	85	0	17	212	46	0	275	0	4	211	11	0	226	700
5:15 PM	0	16	17	20	0	53	0	68	14	6	0	88	0	23	245	54	0	322	0	4	185	13	0	202	665
5:30 PM	0	5	11	20	0	36	0	56	13	6	0	75	0	15	222	58	0	295	0	9	206	9	0	224	630
5:45 PM	0	6	7	20	0	33	0	53	8	4	0	65	0	20	245	42	0	307	0	4	189	9	0	202	607
Hourly Total	0	53	60	123	0	236	0	241	53	19	0	313	0	75	924	200	0	1199	0	21	791	42	0	854	2602
Grand Total	0	192	180	331	0	703	0	718	187	110	0	1015	0	358	3074	650	0	4082	2	64	2918	167	0	3151	8951
Approach %	0.0	27.3	25.6	47.1	-	-	0.0	70.7	18.4	10.8	-	-	0.0	8.8	75.3	15.9	-	-	0.1	2.0	92.6	5.3	-	-	-
Total %	0.0	2.1	2.0	3.7	-	7.9	0.0	8.0	2.1	1.2	-	11.3	0.0	4.0	34.3	7.3	-	45.6	0.0	0.7	32.6	1.9	-	35.2	-
Lights	0	184	178	316	-	678	0	701	186	109	-	996	0	351	3002	636	-	3989	2	62	2846	160	-	3070	8733
% Lights	-	95.8	98.9	95.5	-	96.4	-	97.6	99.5	99.1	-	98.1	-	98.0	97.7	97.8	-	97.7	100.0	96.9	97.5	95.8	-	97.4	97.6
Buses	0	1	1	1	-	3	0	7	0	1	-	8	0	0	24	8	-	32	0	1	22	1	-	24	67
% Buses	-	0.5	0.6	0.3	-	0.4	-	1.0	0.0	0.9	-	0.8	-	0.0	0.8	1.2	-	0.8	0.0	1.6	0.8	0.6	-	0.8	0.7
Single-Unit Trucks	0	6	1	12	-	19	0	9	1	0	-	10	0	7	39	6	-	52	0	0	41	2	-	43	124
% Single-Unit Trucks	-	3.1	0.6	3.6	-	2.7	-	1.3	0.5	0.0	-	1.0	-	2.0	1.3	0.9	-	1.3	0.0	0.0	1.4	1.2	-	1.4	1.4
Articulated Trucks	0	1	0	2	-	3	0	1	0	0	-	1	0	0	9	0	-	9	0	1	9	4	-	14	27
% Articulated Trucks	-	0.5	0.0	0.6	-	0.4	-	0.1	0.0	0.0	-	0.1	-	0.0	0.3	0.0	-	0.2	0.0	1.6	0.3	2.4	-	0.4	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-



Count Name: Arlington Heights and Old
Arlington Heights
Site Code:
Start Date: 04/19/2016
Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

Start Time	University Drive						Old Arlington Heights Road						Arlington Heights Road						Arlington Heights Road						Int. Total
	Eastbound						Westbound						Northbound						Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	27	13	7	0	47	0	31	12	13	0	56	0	19	245	23	0	287	0	2	155	11	0	168	558
7:15 AM	0	10	13	15	0	38	0	34	8	8	0	50	0	17	168	28	0	213	0	1	228	16	0	245	546
7:30 AM	0	7	7	15	0	29	0	50	15	9	0	74	0	20	133	29	0	182	0	1	177	8	0	186	471
7:45 AM	0	5	10	14	0	29	0	29	17	5	0	51	0	41	156	30	0	227	0	0	166	10	0	176	483
Total	0	49	43	51	0	143	0	144	52	35	0	231	0	97	702	110	0	909	0	4	726	45	0	775	2058
Approach %	0.0	34.3	30.1	35.7	-	-	0.0	62.3	22.5	15.2	-	-	0.0	10.7	77.2	12.1	-	-	0.0	0.5	93.7	5.8	-	-	-
Total %	0.0	2.4	2.1	2.5	-	6.9	0.0	7.0	2.5	1.7	-	11.2	0.0	4.7	34.1	5.3	-	44.2	0.0	0.2	35.3	2.2	-	37.7	-
PHF	0.000	0.454	0.827	0.850	-	0.761	0.000	0.720	0.765	0.673	-	0.780	0.000	0.591	0.716	0.917	-	0.792	0.000	0.500	0.796	0.703	-	0.791	0.922
Lights	0	49	43	46	-	138	0	143	52	35	-	230	0	95	676	107	-	878	0	4	701	43	-	748	1994
% Lights	-	100.0	100.0	90.2	-	96.5	-	99.3	100.0	100.0	-	99.6	-	97.9	96.3	97.3	-	96.6	-	100.0	96.6	95.6	-	96.5	96.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	11	2	-	13	0	0	7	1	-	8	21
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.6	1.8	-	1.4	-	0.0	1.0	2.2	-	1.0	1.0
Single-Unit Trucks	0	0	0	5	-	5	0	0	0	0	-	0	0	2	13	1	-	16	0	0	14	1	-	15	36
% Single-Unit Trucks	-	0.0	0.0	9.8	-	3.5	-	0.0	0.0	0.0	-	0.0	-	2.1	1.9	0.9	-	1.8	-	0.0	1.9	2.2	-	1.9	1.7
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	2	0	-	2	0	0	4	0	-	4	7
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.7	0.0	0.0	-	0.4	-	0.0	0.3	0.0	-	0.2	-	0.0	0.6	0.0	-	0.5	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Count Name: Country and Old Arlington Heights
Site Code:
Start Date: 04/19/2016
Page No: 1

Turning Movement Data

Start Time	Country Lane Eastbound						Miller Lane Westbound						Old Arlington Heights Road Northbound						Old Arlington Heights Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	0	3	0	6	0	9	0	1	41	2	0	44	0	3	42	0	0	45	98
7:15 AM	0	0	0	3	0	3	0	6	0	13	0	19	0	1	49	1	0	51	0	4	47	2	0	53	126
7:30 AM	0	0	0	0	0	0	0	4	0	6	2	10	0	1	36	3	0	40	0	1	57	2	0	60	110
7:45 AM	0	1	0	0	0	1	0	2	0	10	0	12	0	3	43	1	0	47	1	1	51	3	0	56	116
Hourly Total	0	1	0	3	0	4	0	15	0	35	2	50	0	6	169	7	0	182	1	9	197	7	0	214	450
8:00 AM	0	1	0	1	0	2	0	2	1	9	0	12	0	4	50	1	0	55	0	2	47	2	0	51	120
8:15 AM	0	0	0	0	0	0	0	1	0	5	0	6	0	2	57	0	0	59	0	4	41	1	0	46	111
8:30 AM	0	0	0	1	0	1	0	7	0	8	0	15	0	3	31	2	0	36	0	2	54	3	0	59	111
8:45 AM	0	0	0	1	0	1	0	6	0	4	0	10	0	3	45	2	0	50	0	1	54	7	0	62	123
Hourly Total	0	1	0	3	0	4	0	16	1	26	0	43	0	12	183	5	0	200	0	9	196	13	0	218	465
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	0	8	0	9	0	0	0	3	1	3	0	2	54	0	0	56	0	11	51	6	0	68	136
4:15 PM	0	3	1	5	0	9	0	0	0	2	1	2	0	1	53	6	0	60	0	5	50	5	0	60	131
4:30 PM	0	4	0	5	0	9	0	1	0	5	0	6	0	3	65	5	0	73	0	2	50	2	0	54	142
4:45 PM	0	2	0	5	0	7	0	1	0	1	0	2	0	1	48	8	0	57	0	5	65	4	0	74	140
Hourly Total	0	10	1	23	0	34	0	2	0	11	2	13	0	7	220	19	0	246	0	23	216	17	0	256	549
5:00 PM	0	2	0	13	0	15	0	3	1	7	0	11	0	2	73	3	0	78	0	3	79	2	0	84	188
5:15 PM	0	3	0	3	0	6	0	5	0	3	0	8	0	3	62	4	0	69	0	6	82	1	0	89	172
5:30 PM	0	3	1	5	0	9	0	4	0	4	0	8	0	0	61	8	0	69	0	12	65	0	0	77	163
5:45 PM	0	5	0	4	0	9	0	2	0	5	0	7	0	1	42	3	0	46	0	9	64	4	1	77	139
Hourly Total	0	13	1	25	0	39	0	14	1	19	0	34	0	6	238	18	0	262	0	30	290	7	1	327	662
Grand Total	0	25	2	54	0	81	0	47	2	91	4	140	0	31	810	49	0	890	1	71	899	44	1	1015	2126
Approach %	0.0	30.9	2.5	66.7	-	-	0.0	33.6	1.4	65.0	-	-	0.0	3.5	91.0	5.5	-	-	0.1	7.0	88.6	4.3	-	-	-
Total %	0.0	1.2	0.1	2.5	-	3.8	0.0	2.2	0.1	4.3	-	6.6	0.0	1.5	38.1	2.3	-	41.9	0.0	3.3	42.3	2.1	-	47.7	-
Lights	0	25	1	53	-	79	0	46	1	89	-	136	0	31	790	46	-	867	1	68	883	44	-	996	2078
% Lights	-	100.0	50.0	98.1	-	97.5	-	97.9	50.0	97.8	-	97.1	-	100.0	97.5	93.9	-	97.4	100.0	95.8	98.2	100.0	-	98.1	97.7
Buses	0	0	0	0	-	0	0	1	0	2	-	3	0	0	9	1	-	10	0	2	6	0	-	8	21
% Buses	-	0.0	0.0	0.0	-	0.0	-	2.1	0.0	2.2	-	2.1	-	0.0	1.1	2.0	-	1.1	0.0	2.8	0.7	0.0	-	0.8	1.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	10	2	-	12	0	1	10	0	-	11	23
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.2	4.1	-	1.3	0.0	1.4	1.1	0.0	-	1.1	1.1
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	1.9	-	1.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	50.0	0.0	-	1.2	-	0.0	50.0	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	1	-	-

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

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(847)518-9990

Count Name: Country and Old Arlington Heights
Site Code:
Start Date: 04/19/2016
Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

[illegible]



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

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

Count Name: Country and Old Arlington Heights
Site Code:
Start Date: 04/19/2016
Page No: 6

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Country Lane Eastbound						Miller Lane Westbound						Old Arlington Heights Road Northbound						Old Arlington Heights Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	2	0	13	0	15	0	3	1	7	0	11	0	2	73	3	0	78	0	3	79	2	0	84	188
5:15 PM	0	3	0	3	0	6	0	5	0	3	0	8	0	3	62	4	0	69	0	6	82	1	0	89	172
5:30 PM	0	3	1	5	0	9	0	4	0	4	0	8	0	0	61	8	0	69	0	12	65	0	0	77	163
5:45 PM	0	5	0	4	0	9	0	2	0	5	0	7	0	1	42	3	0	46	0	9	64	4	1	77	139
Total	0	13	1	25	0	39	0	14	1	19	0	34	0	6	238	18	0	262	0	30	290	7	1	327	662
Approach %	0.0	33.3	2.6	64.1	-	-	0.0	41.2	2.9	55.9	-	-	0.0	2.3	90.8	6.9	-	-	0.0	9.2	88.7	2.1	-	-	-
Total %	0.0	2.0	0.2	3.8	-	5.9	0.0	2.1	0.2	2.9	-	5.1	0.0	0.9	36.0	2.7	-	39.6	0.0	4.5	43.8	1.1	-	49.4	-
PHF	0.000	0.650	0.250	0.481	-	0.650	0.000	0.700	0.250	0.679	-	0.773	0.000	0.500	0.815	0.563	-	0.840	0.000	0.625	0.884	0.438	-	0.919	0.880
Lights	0	13	0	25	-	38	0	14	1	19	-	34	0	6	236	18	-	260	0	29	287	7	-	323	655
% Lights	-	100.0	0.0	100.0	-	97.4	-	100.0	100.0	100.0	-	100.0	-	100.0	99.2	100.0	-	99.2	-	96.7	99.0	100.0	-	98.8	98.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	3.3	0.3	0.0	-	0.6	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	2	0	-	2	4
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.8	-	0.0	0.7	0.0	-	0.6	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	100.0	0.0	-	2.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Dundee and Old Arlington Heights
Site Code:
Start Date: 04/19/2016
Page No: 1

Turning Movement Data

Start Time	Dundee Road Eastbound					Dundee Road Westbound					Old Arlington Heights Road Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	396	14	0	410	0	24	328	0	352	0	0	35	3	35	797
7:15 AM	0	436	25	0	461	0	20	276	0	296	0	0	43	0	43	800
7:30 AM	0	358	13	0	371	0	41	178	0	219	0	0	36	0	36	626
7:45 AM	0	384	13	0	397	0	37	165	0	202	0	1	34	0	35	634
Hourly Total	0	1574	65	0	1639	0	122	947	0	1069	0	1	148	3	149	2857
8:00 AM	0	392	8	0	400	0	40	176	0	216	0	0	46	0	46	662
8:15 AM	0	322	9	0	331	0	37	209	0	246	0	0	49	0	49	626
8:30 AM	0	333	13	0	346	0	39	160	0	199	1	0	29	1	30	575
8:45 AM	0	331	8	0	339	0	42	194	0	236	0	0	38	1	38	613
Hourly Total	0	1378	38	0	1416	0	158	739	0	897	1	0	162	2	163	2476
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	249	21	0	270	0	38	322	0	360	0	0	58	0	58	688
4:15 PM	0	258	24	0	282	0	31	349	0	380	0	0	58	0	58	720
4:30 PM	0	240	17	0	257	0	40	336	0	376	0	1	61	1	62	695
4:45 PM	0	281	20	0	301	0	48	309	0	357	0	0	50	1	50	708
Hourly Total	0	1028	82	0	1110	0	157	1316	0	1473	0	1	227	2	228	2811
5:00 PM	0	268	19	0	287	0	56	363	0	419	0	0	75	0	75	781
5:15 PM	0	265	27	0	292	0	53	308	0	361	0	0	66	0	66	719
5:30 PM	0	252	25	0	277	0	46	340	0	386	0	0	54	0	54	717
5:45 PM	0	290	16	0	306	0	54	353	0	407	0	0	47	0	47	760
Hourly Total	0	1075	87	0	1162	0	209	1364	0	1573	0	0	242	0	242	2977
Grand Total	0	5055	272	0	5327	0	646	4366	0	5012	1	2	779	7	782	11121
Approach %	0.0	94.9	5.1	-	-	0.0	12.9	87.1	-	-	0.1	0.3	99.6	-	-	-
Total %	0.0	45.5	2.4	-	47.9	0.0	5.8	39.3	-	45.1	0.0	0.0	7.0	-	7.0	-
Lights	0	4948	267	-	5215	0	632	4259	-	4891	1	2	763	-	766	10872
% Lights	-	97.9	98.2	-	97.9	-	97.8	97.5	-	97.6	100.0	100.0	97.9	-	98.0	97.8
Buses	0	24	2	-	26	0	3	14	-	17	0	0	8	-	8	51
% Buses	-	0.5	0.7	-	0.5	-	0.5	0.3	-	0.3	0.0	0.0	1.0	-	1.0	0.5
Single-Unit Trucks	0	54	3	-	57	0	11	63	-	74	0	0	7	-	7	138
% Single-Unit Trucks	-	1.1	1.1	-	1.1	-	1.7	1.4	-	1.5	0.0	0.0	0.9	-	0.9	1.2
Articulated Trucks	0	29	0	-	29	0	0	30	-	30	0	0	1	-	1	60
% Articulated Trucks	-	0.6	0.0	-	0.5	-	0.0	0.7	-	0.6	0.0	0.0	0.1	-	0.1	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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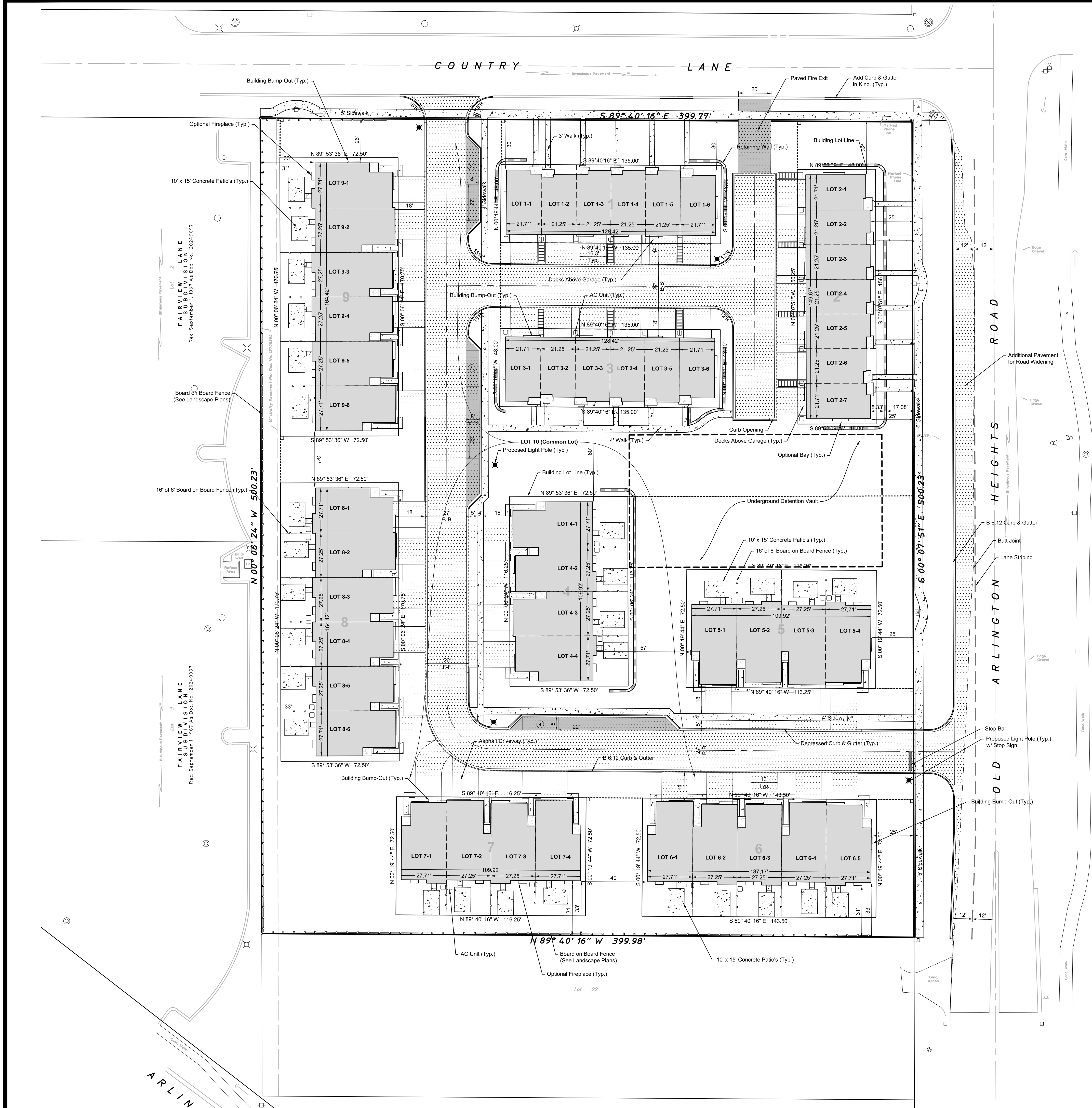
Count Name: Dundee and Old Arlington Heights
Site Code:
Start Date: 04/19/2016
Page No: 3

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Dundee Road Eastbound					Dundee Road Westbound					Old Arlington Heights Road Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:00 AM	0	396	14	0	410	0	24	328	0	352	0	0	35	3	35	797
7:15 AM	0	436	25	0	461	0	20	276	0	296	0	0	43	0	43	800
7:30 AM	0	358	13	0	371	0	41	178	0	219	0	0	36	0	36	626
7:45 AM	0	384	13	0	397	0	37	165	0	202	0	1	34	0	35	634
Total	0	1574	65	0	1639	0	122	947	0	1069	0	1	148	3	149	2857
Approach %	0.0	96.0	4.0	-	-	0.0	11.4	88.6	-	-	0.0	0.7	99.3	-	-	-
Total %	0.0	55.1	2.3	-	57.4	0.0	4.3	33.1	-	37.4	0.0	0.0	5.2	-	5.2	-
PHF	0.000	0.903	0.650	-	0.889	0.000	0.744	0.722	-	0.759	0.000	0.250	0.860	-	0.866	0.893
Lights	0	1536	64	-	1600	0	121	925	-	1046	0	1	146	-	147	2793
% Lights	-	97.6	98.5	-	97.6	-	99.2	97.7	-	97.8	-	100.0	98.6	-	98.7	97.8
Buses	0	11	0	-	11	0	0	4	-	4	0	0	1	-	1	16
% Buses	-	0.7	0.0	-	0.7	-	0.0	0.4	-	0.4	-	0.0	0.7	-	0.7	0.6
Single-Unit Trucks	0	15	1	-	16	0	1	14	-	15	0	0	1	-	1	32
% Single-Unit Trucks	-	1.0	1.5	-	1.0	-	0.8	1.5	-	1.4	-	0.0	0.7	-	0.7	1.1
Articulated Trucks	0	12	0	-	12	0	0	4	-	4	0	0	0	-	0	16
% Articulated Trucks	-	0.8	0.0	-	0.7	-	0.0	0.4	-	0.4	-	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

[illegible]

Preliminary Site Plan



PAVING LEGEND

- Bituminous Pavement - Heavy Duty Road**
- 2" Hot Mix Asphalt Surface Course, Mix D, N50
- 2 1/4" Hot Mix Asphalt Binder Course, IL-19, N50
- 5" Hot Mix Asphalt Binder Course, N30
- 4" CA-6 Crushed Aggregate Base Course
- Bituminous Pavement - Standard Duty Road**
- 1 1/2" Hot Mix Asphalt Surface Course, Mix D, N50
- 2 1/4" Hot Mix Asphalt Binder Course, IL-19, N50
- 6" CA-6 Crushed Aggregate Base Course
- Bituminous Pavement - Driveway**
- 1 1/2" Hot Mix Asphalt Surface Course, Mix D, N50
- 6" CA-6 Crushed Aggregate Base Course
- Concrete Sidewalk**
- 5" Portland Cement Concrete (8" Through Driveways)
- 4" CA-6 Crushed Aggregate Base Course

DIMENSION LEGEND

- B-B Back of Curb to Back of Curb
F-F Face of Curb to Face of Curb
E-E Edge of Pavement to Edge of Pavement

- NOTES:
- All dimensions are to back of curb, face of wall and face of building unless otherwise noted.
 - Refer to Plat of Subdivision & PUD Plat for additional lot information.

SITE DATA TABLE

Site Area	4.59 AC	200,024 SF
Zoning	Classification	
Existing Zoning	M-1	
Proposed Zoning	R-6 (PUD)	
Existing Comp. Plan	R&D, Manufact., Warehouse	
Proposed Comp. Plan	Mod. Density Multi-Family	
Density	Units	Units/Ac
Total Units Provided	48	10.45
3 Bedroom	44	
2 Bedroom	4	
2 Story Townhome	29	
Mews Townhome	19	

Lot Area	2BR (SF)	3BR (SF)	Total (SF)
R-6 (Min. per Type)	2,500	3,500	
Required Total	10,000	154,000	164,000
Proposed Total			200,024

R-6 Setbacks	Front (Ft)	Rear (Ft)	Side-Int (Ft)	Side-Ext (Ft)
Required - Mews	30	NA	NA	20
Proposed - Mews	30	NA	NA	25
Required - T.H.	26	31	41	20
Proposed - T.H.	26	31	31	25

Front Yard : Country Lane
Rear Yard : South Property Line
Side Interior : West Property Line
Side Exterior : Old Arlington Heights Rd

Parking	Spaces	Spaces / Unit
Guest	10	0.21:1
Driveway	96	2:1
Garage	96	2:1
TOTAL	202	4.21:1

Coverage	Area (SF)	Area (Ac)	Area (%)
Impervious	105,805	2.43	52.9%
Buildings (w/ stoop)	53,344	1.22	26.7%
Pavement - Road	26,166	0.60	13.1%
Pavement - Driveway	15,385	0.35	7.7%
Sidewalk / Patio	10,910	0.25	5.5%

Pervious	94,219	2.16	47.1%
TOTAL	200,024	4.59	

Floor Area	Area (SF)	F.A.R (%)
Total	101,730	50.9%

- Notes:
- Trash storage area's to be located within individual garages
 - Bedroom mix shown is an estimate and subject to change



Scale: 1" = 30'

HAEGER ENGINEERING
consulting engineers • land surveyors
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GEOMETRY PLAN
PRELIMINARY ENGINEERING PLAN
LEXINGTON HERITAGE
ARLINGTON HEIGHTS, ILLINOIS

Project Manager: TJB
Engineer: DJV
Date: 07/15/2016
Project No. 16-003
Sheet 3

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections

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

Unsignalized Intersections

Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Sheets

Lanes, Volumes, Timings

5: University Drive/Old Arlington Heights Road & Arlington Heights Road

10/3/2016

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	4	726	45	97	702	110	49	43	51	144	52	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	130			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.991			0.980			0.947			0.977	
Flt Protected	0.950			0.950				0.983			0.970	
Satd. Flow (prot)	1805	3471	0	1770	3406	0	0	3245	0	0	3400	0
Flt Permitted	0.322			0.268				0.772			0.734	
Satd. Flow (perm)	612	3471	0	499	3406	0	0	2549	0	0	2573	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			33			55			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		877			574			460			317	
Travel Time (s)		19.9			13.0			10.5			7.2	
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 (%)	0%	3%	4%	2%	4%	3%	0%	0%	10%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	838	0	105	883	0	0	155	0	0	252	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	4.0		3.0	4.0		2.0	2.0		2.0	2.0	
Minimum Split (s)	6.5	15.0		6.5	15.0		8.0	8.0		8.0	8.0	
Total Split (s)	10.0	38.0		10.0	38.0		22.0	22.0		22.0	22.0	
Total Split (%)	14.3%	54.3%		14.3%	54.3%		31.4%	31.4%		31.4%	31.4%	
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	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	39.2	32.4		42.0	38.3			11.2			11.2	
Actuated g/C Ratio	0.62	0.51		0.66	0.60			0.18			0.18	
v/c Ratio	0.01	0.47		0.23	0.43			0.31			0.53	
Control Delay	4.5	12.2		5.5	8.3			17.3			25.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.5	12.2		5.5	8.3			17.3			25.7	
LOS	A	B		A	A			B			C	
Approach Delay		12.1			8.0			17.3			25.7	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	1	107		11	70			18			43	
Queue Length 95th (ft)	3	176		31	182			41			75	
Internal Link Dist (ft)		797			494			380			237	

Lanes, Volumes, Timings

5: University Drive/Old Arlington Heights Road & Arlington Heights Road

10/3/2016

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	509	1778		462	2072			692			677	
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	0.01	0.47		0.23	0.43			0.22			0.37	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 63.4

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 12.2

Intersection LOS: B

Intersection Capacity Utilization 54.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 5: University Drive/Old Arlington Heights Road & Arlington Heights Road

 $\phi 1$	 $\phi 2$	 $\phi 4$
10 s	38 s	22 s
 $\phi 5$	 $\phi 6$	 $\phi 8$
10 s	38 s	22 s

HCM Unsignalized Intersection Capacity Analysis

1: Old Arlington Heights Road & Dundee Road

10/3/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1574	65	122	947	0	178
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1769	73	137	1064	0	200
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1842		2611	921
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1842		2611	921
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			59		100	27
cM capacity (veh/h)			331		12	275
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1179	663	137	532	532	200
Volume Left	0	0	137	0	0	0
Volume Right	0	73	0	0	0	200
cSH	1700	1700	331	1700	1700	275
Volume to Capacity	0.69	0.39	0.41	0.31	0.31	0.73
Queue Length 95th (ft)	0	0	49	0	0	129
Control Delay (s)	0.0	0.0	23.4	0.0	0.0	46.6
Lane LOS			C			E
Approach Delay (s)	0.0		2.7			46.6
Approach LOS						E
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization			63.3%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Old Arlington Heights Road & Country Lane/Martin Lane

10/3/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	3	15	0	35	6	169	7	9	197	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1	0	3	17	0	39	7	190	8	10	221	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1034				
pX, platoon unblocked												
vC, conflicting volume	492	457	225	456	457	194	229			198		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	492	457	225	456	457	194	229			198		
tC, single (s)	7.1	6.5	6.5	7.1	6.5	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.6	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	100	100	100	97	100	95	100			99		
cM capacity (veh/h)	463	497	743	511	497	838	1351			1323		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	4	56	204	239								
Volume Left	1	17	7	10								
Volume Right	3	39	8	8								
cSH	645	703	1351	1323								
Volume to Capacity	0.01	0.08	0.00	0.01								
Queue Length 95th (ft)	1	6	0	1								
Control Delay (s)	10.6	10.6	0.3	0.4								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.6	10.6	0.3	0.4								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			25.5%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings

5: University Drive/Old Arlington Heights Road & Arlington Heights Road

10/3/2016

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	21	791	42	75	924	200	53	60	123	241	53	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	130			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.992			0.973			0.922			0.991	
Flt Protected	0.950			0.950				0.989			0.963	
Satd. Flow (prot)	1805	3539	0	1787	3478	0	0	3258	0	0	3409	0
Flt Permitted	0.174			0.246				0.771			0.661	
Satd. Flow (perm)	331	3539	0	463	3478	0	0	2540	0	0	2340	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			36			132			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		877			574			460			317	
Travel Time (s)		19.9			13.0			10.5			7.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	5%	1%	1%	1%	0%	0%	2%	1%	0%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	896	0	81	1209	0	0	254	0	0	336	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	1.0		3.0	1.0		1.0	1.0		1.0	1.0	
Minimum Split (s)	6.5	15.0		6.5	15.0		8.0	8.0		8.0	8.0	
Total Split (s)	10.0	45.0		10.0	45.0		35.0	35.0		35.0	35.0	
Total Split (%)	11.1%	50.0%		11.1%	50.0%		38.9%	38.9%		38.9%	38.9%	
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	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	46.6	39.5		48.5	43.6			16.9			16.9	
Actuated g/C Ratio	0.61	0.52		0.64	0.57			0.22			0.22	
v/c Ratio	0.07	0.49		0.20	0.60			0.38			1.02dl	
Control Delay	6.6	14.4		7.2	14.0			13.9			32.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	6.6	14.4		7.2	14.0			13.9			32.3	
LOS	A	B		A	B			B			C	
Approach Delay		14.2			13.6			13.9			32.3	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	3	143		12	150			25			76	
Queue Length 95th (ft)	14	235		35	351			55			118	
Internal Link Dist (ft)		797			494			380			237	

Lanes, Volumes, Timings

5: University Drive/Old Arlington Heights Road & Arlington Heights Road

10/3/2016

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	331	1839		409	2004			1060			907	
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	0.07	0.49		0.20	0.60			0.24			0.37	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 76.2

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 16.1

Intersection LOS: B

Intersection Capacity Utilization 74.1%

ICU Level of Service D

Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 5: University Drive/Old Arlington Heights Road & Arlington Heights Road

		
10 s	45 s	35 s
		
10 s	45 s	35 s

HCM Unsignalized Intersection Capacity Analysis

1: Old Arlington Heights Road & Dundee Road

10/3/2016

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Volume (veh/h)	1075	87	209	1364	0	242	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	1132	92	220	1436	0	255	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None		None				
Median storage veh							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			1223		2335	612	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1223		2335	612	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			61		100	42	
cM capacity (veh/h)			571		19	439	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	
Volume Total	754	469	220	718	718	255	
Volume Left	0	0	220	0	0	0	
Volume Right	0	92	0	0	0	255	
cSH	1700	1700	571	1700	1700	439	
Volume to Capacity	0.44	0.28	0.39	0.42	0.42	0.58	
Queue Length 95th (ft)	0	0	45	0	0	90	
Control Delay (s)	0.0	0.0	15.2	0.0	0.0	23.9	
Lane LOS			C				C
Approach Delay (s)	0.0		2.0			23.9	
Approach LOS							C
Intersection Summary							
Average Delay			3.0				
Intersection Capacity Utilization			54.1%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

8: Old Arlington Heights Road & Country Lane/Martin Lane

10/3/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	1	25	14	1	19	6	238	18	30	290	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	15	1	28	16	1	22	7	270	20	34	330	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1034				
pX, platoon unblocked												
vC, conflicting volume	718	706	334	725	700	281	338			291		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	718	706	334	725	700	281	338			291		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	96	95	100	97	99			97		
cM capacity (veh/h)	328	351	713	320	354	763	1233			1265		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	44	39	298	372								
Volume Left	15	16	7	34								
Volume Right	28	22	20	8								
cSH	503	476	1233	1265								
Volume to Capacity	0.09	0.08	0.01	0.03								
Queue Length 95th (ft)	7	7	0	2								
Control Delay (s)	12.9	13.2	0.2	1.0								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.9	13.2	0.2	1.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			41.1%	ICU Level of Service					A			
Analysis Period (min)			15									

Lanes, Volumes, Timings

5: University Drive/Old Arlington Heights Road & Arlington Heights Road

10/3/2016

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	733	45	98	709	112	50	43	52	152	54	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	130			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.991			0.980			0.946			0.974	
Flt Protected	0.950			0.950				0.983			0.971	
Satd. Flow (prot)	1805	3471	0	1770	3406	0	0	3240	0	0	3394	0
Flt Permitted	0.318			0.263				0.765			0.735	
Satd. Flow (perm)	604	3471	0	490	3406	0	0	2522	0	0	2569	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			33			57			34	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		877			574			460			317	
Travel Time (s)		19.9			13.0			10.5			7.2	
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 (%)	0%	3%	4%	2%	4%	3%	0%	0%	10%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	846	0	107	893	0	0	158	0	0	272	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	4.0		3.0	4.0		2.0	2.0		2.0	2.0	
Minimum Split (s)	6.5	15.0		6.5	15.0		8.0	8.0		8.0	8.0	
Total Split (s)	10.0	38.0		10.0	38.0		22.0	22.0		22.0	22.0	
Total Split (%)	14.3%	54.3%		14.3%	54.3%		31.4%	31.4%		31.4%	31.4%	
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	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	39.2	32.4		42.1	38.4			11.5			11.5	
Actuated g/C Ratio	0.62	0.51		0.66	0.60			0.18			0.18	
v/c Ratio	0.01	0.48		0.24	0.43			0.32			0.56	
Control Delay	4.6	12.4		5.7	8.5			17.1			25.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.6	12.4		5.7	8.5			17.1			25.6	
LOS	A	B		A	A			B			C	
Approach Delay		12.3			8.2			17.1			25.6	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)	1	110		12	73			18			45	
Queue Length 95th (ft)	4	178		32	184			42			80	
Internal Link Dist (ft)		797			494			380			237	

Lanes, Volumes, Timings

5: University Drive/Old Arlington Heights Road & Arlington Heights Road

10/3/2016

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	502	1772		455	2064			684			679	
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	0.01	0.48		0.24	0.43			0.23			0.40	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 63.7

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 12.4

Intersection LOS: B

Intersection Capacity Utilization 55.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: University Drive/Old Arlington Heights Road & Arlington Heights Road

 $\phi 1$	 $\phi 2$	 $\phi 4$
10 s	38 s	22 s
 $\phi 5$	 $\phi 6$	 $\phi 8$
10 s	38 s	22 s

HCM Unsignalized Intersection Capacity Analysis

1: Old Arlington Heights Road & Dundee Road

10/3/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	1590	67	125	957	0	187
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1787	75	140	1075	0	210
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1862		2643	931
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1862		2643	931
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			57		100	22
cM capacity (veh/h)			325		11	270
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1191	671	140	538	538	210
Volume Left	0	0	140	0	0	0
Volume Right	0	75	0	0	0	210
cSH	1700	1700	325	1700	1700	270
Volume to Capacity	0.70	0.39	0.43	0.32	0.32	0.78
Queue Length 95th (ft)	0	0	52	0	0	147
Control Delay (s)	0.0	0.0	24.3	0.0	0.0	52.8
Lane LOS			C			F
Approach Delay (s)	0.0		2.8			52.8
Approach LOS						F
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			64.3%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Old Arlington Heights Road & Country Lane/Martin Lane

10/3/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	10	15	0	35	7	174	7	9	201	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	0	11	17	0	39	8	196	8	10	226	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1034				
pX, platoon unblocked												
vC, conflicting volume	505	470	230	477	470	199	235			203		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	505	470	230	477	470	199	235			203		
tC, single (s)	7.1	6.5	6.5	7.1	6.5	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.6	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	99	100	98	97	100	95	99			99		
cM capacity (veh/h)	453	488	738	489	488	831	1344			1316		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	17	56	211	245								
Volume Left	6	17	8	10								
Volume Right	11	39	8	9								
cSH	610	687	1344	1316								
Volume to Capacity	0.03	0.08	0.01	0.01								
Queue Length 95th (ft)	2	7	0	1								
Control Delay (s)	11.1	10.7	0.3	0.4								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.1	10.7	0.3	0.4								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			25.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

12: Old Arlington Heights Road & Access Drive

10/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	3	10	1	185	224	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	11	1	201	243	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				594		
pX, platoon unblocked						
vC, conflicting volume	448	123	246			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	448	123	246			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	544	912	1332			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	14	202	162	83		
Volume Left	3	1	0	0		
Volume Right	11	0	0	2		
cSH	789	1332	1700	1700		
Volume to Capacity	0.02	0.00	0.10	0.05		
Queue Length 95th (ft)	1	0	0	0		
Control Delay (s)	9.6	0.0	0.0	0.0		
Lane LOS	A	A				
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			20.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

14: Access Drive & Country Lane

10/3/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	4	0	2	13	0	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	2	14	0	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			4		23	4
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			4		23	4
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1630		997	1085
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	4	16	12			
Volume Left	0	2	0			
Volume Right	0	0	12			
cSH	1700	1630	1085			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	1.0	8.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.0	8.4			
Approach LOS			A			
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings

5: University Drive/Old Arlington Heights Road & Arlington Heights Road

10/3/2016

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	25	799	42	76	933	206	54	62	124	246	54	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	190		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	130			100			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.993			0.973			0.923			0.989	
Flt Protected	0.950			0.950				0.989			0.963	
Satd. Flow (prot)	1805	3542	0	1787	3478	0	0	3262	0	0	3400	0
Flt Permitted	0.167			0.240				0.765			0.661	
Satd. Flow (perm)	317	3542	0	451	3478	0	0	2523	0	0	2334	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			37			133			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		877			574			460			317	
Travel Time (s)		19.9			13.0			10.5			7.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	5%	1%	1%	1%	0%	0%	2%	1%	0%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	904	0	82	1225	0	0	258	0	0	348	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	1.0		3.0	1.0		1.0	1.0		1.0	1.0	
Minimum Split (s)	6.5	15.0		6.5	15.0		8.0	8.0		8.0	8.0	
Total Split (s)	10.0	45.0		10.0	45.0		35.0	35.0		35.0	35.0	
Total Split (%)	11.1%	50.0%		11.1%	50.0%		38.9%	38.9%		38.9%	38.9%	
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	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effect Green (s)	46.7	39.6		48.5	43.6			17.5			17.5	
Actuated g/C Ratio	0.61	0.51		0.63	0.57			0.23			0.23	
v/c Ratio	0.09	0.50		0.21	0.62			0.38			1.02dl	
Control Delay	6.9	14.8		7.5	14.5			13.9			32.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	6.9	14.8		7.5	14.5			13.9			32.2	
LOS	A	B		A	B			B			C	
Approach Delay		14.6			14.1			13.9			32.2	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	4	147		13	156			26			80	
Queue Length 95th (ft)	16	241		36	362			56			122	
Internal Link Dist (ft)		797			494			380			237	

Lanes, Volumes, Timings

5: University Drive/Old Arlington Heights Road & Arlington Heights Road

10/3/2016

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)	150			190								
Base Capacity (vph)	321	1825		398	1987			1047			898	
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	0.08	0.50		0.21	0.62			0.25			0.39	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 76.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 16.4

Intersection LOS: B

Intersection Capacity Utilization 74.9%

ICU Level of Service D

Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 5: University Drive/Old Arlington Heights Road & Arlington Heights Road

		
10 s	45 s	35 s
		
10 s	45 s	35 s

HCM Unsignalized Intersection Capacity Analysis

1: Old Arlington Heights Road & Dundee Road

10/3/2016

							
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations							
Volume (veh/h)	1086	92	220	1378	0	248	
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly flow rate (vph)	1143	97	232	1451	0	261	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None		None				
Median storage veh							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			1240		2380	620	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			1240		2380	620	
tC, single (s)			4.1		6.8	6.9	
tC, 2 stage (s)							
tF (s)			2.2		3.5	3.3	
p0 queue free %			59		100	40	
cM capacity (veh/h)			563		17	433	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	
Volume Total	762	478	232	725	725	261	
Volume Left	0	0	232	0	0	0	
Volume Right	0	97	0	0	0	261	
cSH	1700	1700	563	1700	1700	433	
Volume to Capacity	0.45	0.28	0.41	0.43	0.43	0.60	
Queue Length 95th (ft)	0	0	50	0	0	96	
Control Delay (s)	0.0	0.0	15.8	0.0	0.0	25.1	
Lane LOS			C				D
Approach Delay (s)	0.0		2.2			25.1	
Approach LOS							D
Intersection Summary							
Average Delay			3.2				
Intersection Capacity Utilization			55.0%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

8: Old Arlington Heights Road & Country Lane/Martin Lane

10/3/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	1	28	14	1	19	11	242	18	30	300	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	17	1	32	16	1	22	12	275	20	34	341	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1034				
pX, platoon unblocked												
vC, conflicting volume	749	737	348	759	734	285	356			295		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	749	737	348	759	734	285	356			295		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	95	95	100	97	99			97		
cM capacity (veh/h)	311	336	699	301	337	759	1214			1260		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	50	39	308	390								
Volume Left	17	16	12	34								
Volume Right	32	22	20	15								
cSH	483	456	1214	1260								
Volume to Capacity	0.10	0.08	0.01	0.03								
Queue Length 95th (ft)	9	7	1	2								
Control Delay (s)	13.3	13.6	0.4	0.9								
Lane LOS	B	B	A	A								
Approach Delay (s)	13.3	13.6	0.4	0.9								
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			38.4%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

12: Old Arlington Heights Road & Access Drive

10/3/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	4	4	269	335	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	4	4	292	364	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				584		
pX, platoon unblocked						
vC, conflicting volume	669	186	372			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	669	186	372			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	394	831	1198			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2		
Volume Total	7	297	243	129		
Volume Left	2	4	0	0		
Volume Right	4	0	0	8		
cSH	607	1198	1700	1700		
Volume to Capacity	0.01	0.00	0.14	0.08		
Queue Length 95th (ft)	1	0	0	0		
Control Delay (s)	11.0	0.2	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	11.0	0.2	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			27.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

14: Access Drive & Country Lane

10/3/2016

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	39	0	11	14	0	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	0	12	15	0	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			42		82	42
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			42		82	42
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1580		919	1034
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	42	27	5			
Volume Left	0	12	0			
Volume Right	0	0	5			
cSH	1700	1580	1034			
Volume to Capacity	0.02	0.01	0.01			
Queue Length 95th (ft)	0	1	0			
Control Delay (s)	0.0	3.2	8.5			
Lane LOS		A	A			
Approach Delay (s)	0.0	3.2	8.5			
Approach LOS			A			
Intersection Summary						
Average Delay		1.8				
Intersection Capacity Utilization		18.0%		ICU Level of Service		A
Analysis Period (min)		15				

Building Envelope Lot Variations

October 6, 2016

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OCT 07 2016

Minimum Lot Size

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

1. A variation from Chapter 28, Section 5.1-6.3, Minimum Lot Size to allow a reduction to the minimum lot size for all two bedroom units from 2500 sq. ft. per dwelling unit to 1020 sq. ft. per dwelling unit for interior lots 1-2 thru 1-5, 2-2 thru 2-6, 3-2 thru 3-5; from 2500 sq. ft. to 1975.6 sq. ft. for interior lots 4-2,4-3, 5-2,5-3, 6-2 thru 6-4, 7-2,7-3, 8-2 thru 8-5, and 9-2 thru 9-5; from 2500 sq. ft. per dwelling unit to 1200 sq. ft. for end lots 1-1,1-6,2-1,2-7,3-1,3-6, and from 2500 sq. ft. per dwelling unit to 2238.4 sq. ft. for end lots 4-1,4-4,5-1,5-4,6-1,6-5,7-1,7-4,8-1,8-6,9-1,and 9-6.
2. A variation from Chapter 28, Section 5.1-6.3, Minimum Lot Size to allow a reduction to the minimum lot size for all three bedroom units from 3500 sq. ft. per dwelling unit to 1020 sq. ft. per dwelling unit for interior lots 1-2 thru 1-5, 2-2 thru 2-6, 3-2 thru 3-5; from 3500 sq. ft. to 1975.6 sq. ft. for interior lots 4-2,4-3, 5-2,5-3, 6-2 thru 6-4, 7-2,7-3, 8-2 thru 8-5, and 9-2 thru 9-5; from 3500 sq. ft. per dwelling unit to 1200 sq. ft. for end lots 1-1,1-6,2-1,2-7,3-1,3-6, and from 3500 sq. ft. per dwelling unit to 2238.4 sq. ft. for end lots 4-1,4-4,5-1,5-4,6-1,6-5,7-1,7-4,8-1,8-6,9-1,and 9-6.

Minimum Required Yards

3. A variation from Chapter 28, Section 5.1-6.4.1, Required Minimum Yards to allow a reduction to the minimum front yard setback from thirty feet to three feet for lots 1-1 thru 1-6, 2-1 thru 2-7, 3-1 thru 3-6 and from twenty-six feet to 1.5 feet for lots 4-1 thru 4-4, 5-1 thru 5-4, 6-1 thru 6-5, 7-1 thru 7-4, 8-1 thru 8-6, and 9-1 thru 9-6.
4. A variation from Chapter 28, Section 5.1-6.4.1, Required Minimum Yards to allow a reduction to the minimum side yard setback from 7.5 ft. to 0 ft. for end lots 1-1,1-6,2-1,2-7,3-1,3-6; from 7.13 ft. to 0 ft. for interior lots 1-2 thru 1-5,2-2 thru 2-6, 3-2 thru 3-5; from 4.1 ft. to 0 ft. for end lots 4-1,4-4,5-1,5-4,6-1,6-5,7-1,7-4,8-1,8-6,9-1,9-6; from 3.8 ft. to 0 ft. for interior lots 4-2,4-3,5-2,5-3,6-2 thru 6-4,7-2,7-3,8-2 thru 8-5, and 9-2 thru 9-5.
5. A variation from Chapter 28, Section 5.1-6.4.1, Required Minimum Yards to allow a reduction to the minimum rear yard setback from 35 ft. to four feet for lots 1-1 thru 1-6, 2-1 thru 2-7, 3-1 thru 3-6 and from thirty-one feet to 19.25 feet for lots 4-1 thru 4-4, 5-1 thru 5-4, 6-1 thru 6-5, 7-1 thru 7-4, 8-1 thru 8-6, and 9-1 thru 9-6.

Maximum Lot Coverage

6. A variation from Chapter 28, Section 5.1-6.5, Maximum Lot Coverage to allow an increase to the maximum building coverage from 35% (357 sq. ft.) to 85% (867 sq. ft.) for interior lots 1-2 thru 1-5, 2-2 thru 2-6, 3-2 thru 3-5 ; from 35% (692 sq. ft.) to 67% (1324 sq. ft.) for interior lots 4-2,4-3, 5-2,5-3, 6-2 thru 6-4, 7-2,7-3, 8-2 thru 8-5, 9-2 thru 9-5; from 35% (420 sq. ft.) to 76% (912 sq. ft.) for end lots 1-1,1-6, 2-1, 2-7, 3-1, 3-6 and from 35% (784 sq. ft.) to 60% (1343 sq. ft.) for end lots 4-1, 4-4, 5-1, 5-4, 6-1, 6-5, 7-1, 7-4, 8-1, 8-6, 9-1, 9-6.

Maximum Floor Area Ratio

7. A variation from Chapter 28, Section 5.3-2, Floor Area Ratio, Building Coverage, Height Table to allow an increase in the maximum allowable floor area ratio from 150% (1530 sq. ft.) to 205% (2091 sq. ft.) for interior lots 1-2 thru 1-5, 2-2 thru 2-6, 3-2 thru 3-5 and from 150% (1800 sq. ft.) to 180% (2160 sq. ft.) for end lots 1-1,1-6, 2-1, 2-7, 3-1 and 3-6.

Permitted Obstructions

8. A variation from Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions to allow bay windows within a side yard and to project two feet or less into yard.
9. A variation from Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions to allow decks to be setback 0 ft. from the rear lot line versus the 15 ft. required setback for lots 1-1 thru 1-6, 2-1 thru 2-7 and 3-1 thru 3-6.

Land Use / Zoning Code / Variation Criteria

October 6, 2016

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
2. The plight of the owner is due to unique circumstances.
3. The variation, if granted, will not alter the essential character of the locality.

Proposed PUD Zoning Code Variations:

1. **A variation from Chapter 28, Section 5.1-6.4.1, Required Minimum Yards, and Chapter 28, Section 9.3-1, Periphery Yards in a PUD, to allow a reduction in the minimum side yard setback from forty-one feet to thirty-one feet.**

Pursuant to the zoning code, the west property line is defined as the side yard for the Planned Unit Development periphery boundary. The forty-one foot required side yard setback for the two story townhome product abutting the west property line is based on ten percent of the lot width plus one foot per foot or fraction thereof of the building height in excess of twenty-five feet. The result creates a setback standard greater than all the other required yard standards including the rear yard setback along the south property line of thirty-one feet, the front yard setback along Country Lane of twenty-five feet and the exterior side yard setback along Old Arlington Heights Road of twenty feet. The forty-one feet allocates a disproportionate amount of yard space to the interior side yard that is more appropriately re-allocated to increasing the exterior yard setback along Old Arlington Heights Road from the required twenty feet to the proposed twenty-five feet, which is more in keeping with a front yard setback and to increasing the internal building separation relationships.

By allowing the reduction in the side yard setback, the proposed number of units, which are less than permitted under the proposed R-6 Zoning District, can be maintained, making the development more economically viable. In addition, the re-allocated yard space creates a more aesthetic and functional site plan by placing open space where it will be the most beneficial to both the internal building relationships as well as by enhancing the exterior character of the development to Old Arlington Heights Road.

2. **A variation from Chapter 28, Section 5.1-6.9.a, Spacing Standards, to allow a reduction in the spacing between building walls containing living room windows from fifty feet to forty feet between buildings six and seven and from fifty feet to thirty-four feet between buildings eight and nine.**

The requested variation only applies to the side to side separation between the buildings. The buildings are two-story and each townhome unit is designed to be either an interior unit or an end unit. The primary living room windows for these units are located at the rear of each unit. The proposed living room windows in the exterior side wall are secondary

windows that add additional aesthetic value to the architecture as well as increasing the desirability of an end unit as opposed to an interior unit. Allowing a reduction in the side to side building separation will help maintain the number of units which are less than permitted under the proposed R-6 Zoning District, making the development more economically viable. The unique ability of each townhome unit to be either an interior or exterior unit provides the opportunity to create a more desirable product by adding additional windows as a bonus feature on end units that will enhance the essential character of the development.

- 3. A variation from Chapter 28, Section 11.2-11.2, Off-Street Parking in yards in the R-6 Zoning District, to allow one guest parking space to be located in the front yard setback (relative to the northern most guest parking space adjacent to building one) which is setback approximately 18 feet from the front yard line and required to not be located in the 25 foot front yard.**

The proposed guest parking space is a parallel parking space, and functions as an on-street parking space, but is defined as an off-street parking space because it occurs on a private roadway system. The location of the parking space adjacent to the private roadway does not create a negative visual impact to the front yard. Although guest parking is not required by the Zoning Ordinance, the lack of guest parking can have a negative impact on the functional capability of the development. Locations for guest parking are limited with front loaded townhomes, so finding opportunities within the site plan to introduce spaces is desirable and beneficial.

- 4. A Variation from Chapter 28, Section 6.13-3.b, Location of Fences, Side and Rear Yards, to allow a variation to increase the height of fences in the rear yard from 5 feet to six feet, and to allow board on board fences in the rear yard instead of open or semi open fences for the two story townhome buildings four thru nine.**

The proposed variation applies to the fences located between the patios. The purpose of the variation is to create a more private separation between the patios which enhances the livability of these spaces.



SYMBOL KEY

Typical Tree to be removed

Typical Tree to be preserved



protective fencing

For tree inventory, see sheet 2

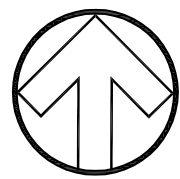
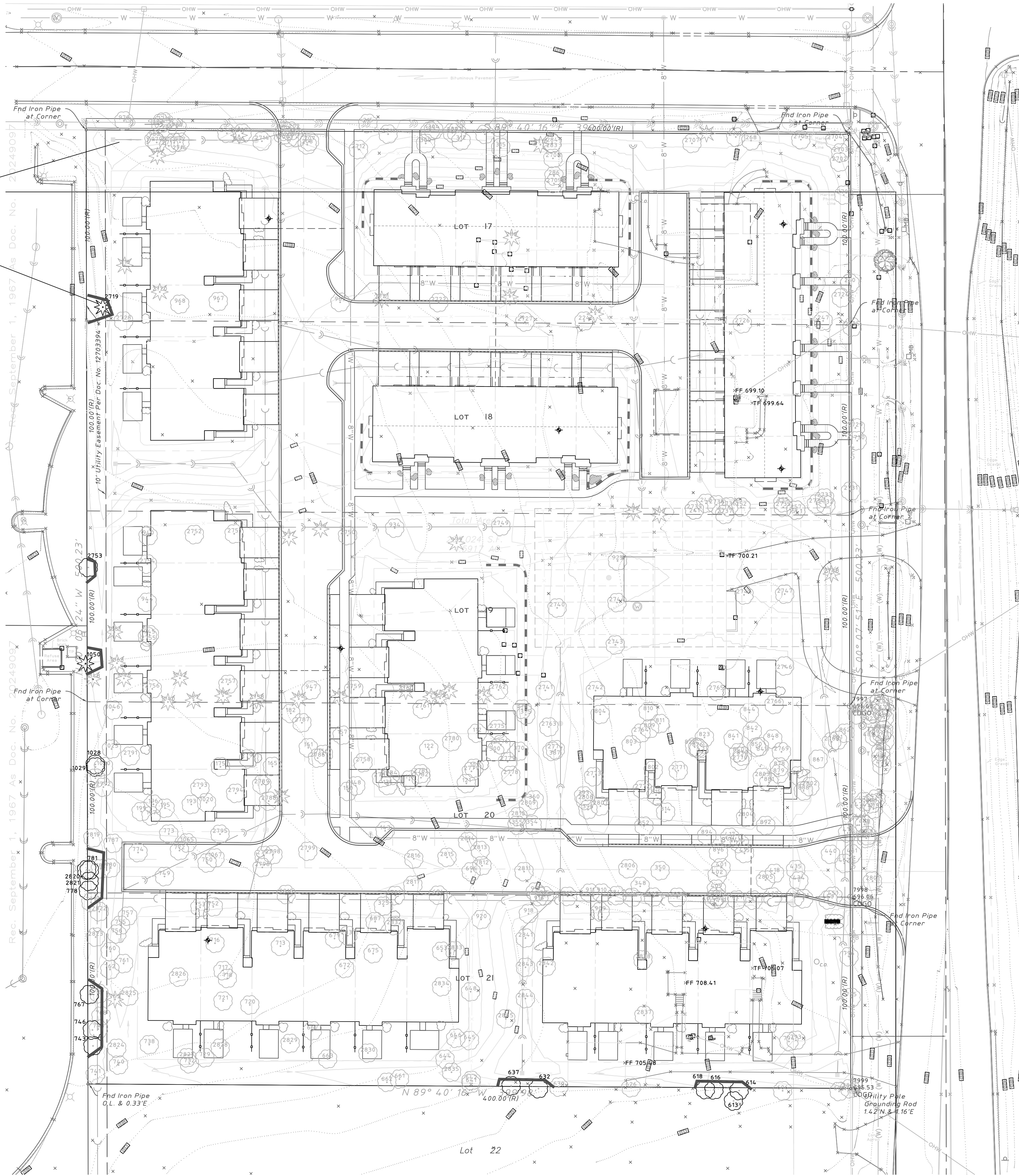
PROTECTIVE FENCE
TO BE LOCATED PER
LAYOUT, SHEET 1

TREE PRESERVATION NOTES

1. ALL GRADING AND CONSTRUCTION EQUIPMENT SHALL BE RESTRICTED WITHIN THE PROTECTION FENCE OF A TREE. NO EXCESS SOIL, ADDITIONAL FILL, LIQUIDS OR CONSTRUCTION DEBRIS SHALL BE PLACED WITHIN THE ROOT ZONE OF ANY TREE THAT IS REQUIRED TO BE PRESERVED.
2. CRUSHED LIMESTONE HYDROCARBONS AND OTHER MATERIALS DETRIMENTAL TO TREES SHALL NOT BE DUMPED WITHIN THE ROOT ZONE OF ANY TREE NOR AT ANY HIGHER LOCATION WHERE DRAINAGE TOWARD THE TREE COULD CONCEIVABLY EFFECT THE HEALTH OF THE TREE.
3. APPROPRIATE PROTECTIVE FENCING SHALL BE TEMPORARILY INSTALLED FOR PROTECTION OF PRESERVED TREES AS SHOWN.
4. ALL REQUIRED PROTECTIVE FENCING MUST BE IN PLACE BEFORE A BUILDING PERMIT WILL BE ISSUED. THE FENCING MUST REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. ALL FENCING MUST BE SECURED TO METAL POSTS DRIVEN INTO THE GROUND SPACED NO FURTHER THAN 6 FEET APART.
5. NO ATTACHMENTS, FENCES OR WIRES, OTHER THAN APPROVED MATERIALS FOR BRACING, GUYING OR WRAPPING SHALL BE ATTACHED TO ANY VEGETATION DURING THE CONSTRUCTION PERIOD.
6. DURING CONSTRUCTION, ALL REASONABLE STEPS NECESSARY TO PREVENT THE DESTRUCTION OR DAMAGING OF TREES (OTHER THAN THOSE SPECIFIED TO BE REMOVED) SHALL BE TAKEN.
7. NO SOIL IS TO BE REMOVED FROM WITHIN THE PROTECTION FENCE OF ANY TREE THAT IS TO REMAIN.

TREE REMOVAL NOTES

1. TREE REMOVAL SHALL BE PREPARED BY A CERTIFIED ARBORIST, LICENSED AND BONDED WITHIN THE MUNICIPALITY.
2. TREE REMOVAL CONTRACTOR IS RESPONSIBLE FOR LOCATION AND PROTECTION OF UNDERGROUND UTILITIES IN AREAS WHERE STUMPS ARE TO BE GROUND AND REMOVED.
3. TREE REMOVAL CONTRACTOR IS RESPONSIBLE TO PROTECT ALL OVERHEAD UTILITIES DURING REMOVAL.
4. TREE REMOVAL SHALL BE CONDUCTED IN A MANNER THAT PROTECTS ALL SURROUNDING STRUCTURES AND PRESERVED TREES FROM DAMAGE. TREES SHALL BE CUT DOWN, AND STUMPS GROUND. AT NO TIME SHALL VEGETATION BE FORCIBLY REMOVED IN SUCH A MANNER THAT WOULD DAMAGE THE ROOT SYSTEM OR SURROUNDING VEGETATION.
5. ALL INVASIVE TREES AND UNDERBRUSH SHALL BE REMOVED FROM THE AREAS INDICTED ON SHEET 1 FOR EXISTING TREE REMOVALS.



NORTH

O

30'

60'

120

REVISIONS

DATE	August 31, 2016
PROJECT	LEX1611
DRAWN	KTK
CHECKED	KTK

SHEET NO.

TREE No.	DBH In.	TYPE (COMMON NAME)	SCIENTIFIC NAME	H F * .	COMMENTS	ACTION
101	4.6	Siberian Elm	Ulmus pumila	5	Nearly dead	Remove
112	5.9	Siberian Elm	Ulmus pumila	5	Nearly dead	Remove
118	8	Siberian Elm	Ulmus pumila	4		Remove
121	4	Canadian Sand Cherry	Prunus cistina	4		Remove
122	4	Canadian Sand Cherry	Prunus cistina	4		Remove
135	3,3,3,3,4,4	Canadian Sand Cherry	Prunus cistina	4		Remove
143	4	Canadian Sand Cherry	Prunus cistina	4		Remove
148	3,3	Silver Maple	Acer saccharinum	5		Remove
150	4,5,5	Canadian Sand Cherry	Prunus cistina	4		Remove
156	3,5	Canadian Sand Cherry	Prunus cistina	4		Remove
157	7	Box Elder	Acer negundo	4		Remove
161	3,9	Silver Maple	Acer saccharinum	4		Remove
165	5	Box Elder	Acer negundo	5		Remove
169	3	Eastern Red Cedar	Juniperus virginiana	5		Remove
175	3	Box Elder	Acer negundo	4		Remove
180	4	Eastern Red Cedar	Juniperus virginiana	5		Remove
182	4,2	Silver Maple	Acer saccharinum	4		Remove
186	6	Eastern Red Cedar	Juniperus virginiana	5		Remove
187	4,8	Eastern Red Cedar	Juniperus virginiana	5		Remove
193	4	Siberian Elm	Ulmus pumila	5		Remove
195	3	Box Elder	Acer negundo	4		Remove
196	8	Box Elder	Acer negundo	4		Remove
197	8	Box Elder	Acer negundo	5		Remove
199	12	Box Elder	Acer negundo	5	Nearly dead	Remove
201	5	Siberian Elm	Ulmus pumila	5		Remove
202	10	Box Elder	Acer negundo	4		Remove
205	7,9,9	Box Elder	Acer negundo	4		Remove
207	6,7	Siberian Elm	Ulmus pumila	3		Remove
208	4	Siberian Elm	Ulmus pumila	4		Remove
215	7,9	Siberian Elm	Ulmus pumila	5		Remove
218	8	Norway Spruce	Picea abies	4	btm branches dead	Remove
222	6,5,5	Western Arborvit	Thuja occidentalis	3		Remove
224	21	Siberian Elm	Ulmus pumila	5		Remove
226	8	Western Arborvit	Thuja occidentalis	4		Remove
239	13	Norway Spruce	Picea abies	4		Remove
240	16	Norway Spruce	Picea abies	4	btm branches dead	Remove
242	12,9,10	Silver Maple	Acer saccharinum	5		Remove
247	22	Siberian Elm	Ulmus pumila	5		Remove
250	32	Siberian Elm	Ulmus pumila	5		Remove
252	14	Box Elder	Acer negundo	4		Remove
255	8	Siberian Elm	Ulmus pumila	4		Remove
268	3,2,5	Amur Honeysuckle	Lonicera maackii	5		Remove
274	17	White Pine	Pinus strobus	3	thin	Remove
283	23	Siberian Elm	Ulmus pumila	5	topped	Remove
284	23	Siberian Elm	Ulmus pumila	5	topped	Remove
286	28	Siberian Elm	Ulmus pumila	5	topped	Remove
288	6,6,7	Western Arborvit	Thuja occidentalis	4	clump	Remove
300	24	Box Elder	Acer negundo	3		Remove
301	5	Box Elder	Acer negundo	3		Remove
302	7	Siberian Elm	Ulmus pumila	5		Remove
303	9,9	Box Elder	Acer negundo	4		Remove
304	5,5	Box Elder	Acer negundo	4		Remove
305	5	Box Elder	Acer negundo	4		Remove
309	7	Box Elder	Acer negundo	3		Remove
312	5,7,9,10	Box Elder	Acer negundo	4		Remove
315	22	Siberian Elm	Ulmus pumila	4		Remove
325	5	Box Elder	Acer negundo	4	Leaning	Remove
348	4,5	Box Elder	Acer negundo	4		Remove
350	4	Box Elder	Acer negundo	5	Severe lean	Remove
352	17	Box Elder	Acer negundo	4		Remove
354	6	Siberian Elm	Ulmus pumila	5		Remove
355	5	Siberian Elm	Ulmus pumila	4		Remove
360	5	Siberian Elm	Ulmus pumila	5		Remove
370	3,4,7	Canadian Sand Cherry	Prunus cistina	4		Remove
375	3,6	Siberian Elm	Ulmus pumila	5		Remove
376	5	Siberian Elm	Ulmus pumila	5		Remove
387	4,6	Siberian Elm	Ulmus pumila	5		Remove
393	6	Box Elder	Acer negundo	4	Leaning	Remove
396	9	Box Elder	Acer negundo	5	Thin and leaning	Remove
402	7	Box Elder	Acer negundo	4		Remove
407	15	Siberian Elm	Ulmus pumila	4		Remove
409	11	Siberian Elm	Ulmus pumila	4		Remove
410	28	Siberian Elm	Ulmus pumila	4		Remove
415	6	Box Elder	Acer negundo	4		Remove
416	14	Box Elder	Acer negundo	4		Remove
417	8	Box Elder	Acer negundo	4		Remove
418	7	Box Elder	Acer negundo	4		Remove
421	10	Siberian Elm	Ulmus pumila	5	Nearly dead	Remove
424	9	Siberian Elm	Ulmus pumila	5	Half dead	Remove
427	15	Siberian Elm	Ulmus pumila	5	Half dead	Remove
430	11	Siberian Elm	Ulmus pumila	5		Remove
431	21,21	Siberian Elm	Ulmus pumila	3		Remove
434	5	Box Elder	Acer negundo	4	Leaning	Remove
435	9	Box Elder	Acer negundo	5	Severe lean	Remove
440	6	Box Elder	Acer negundo	5	Severe lean	Remove
450	9	Siberian Elm	Ulmus pumila	4		Remove
451	21	Siberian Elm	Ulmus pumila	4		Remove
461	5	Silver Maple	Acer saccharinum	4	OHW	Remove
462	5	Siberian Elm	Ulmus pumila	5		Remove
466	4	Siberian Elm	Ulmus pumila	5		Remove
468	5,8	Siberian Elm	Ulmus pumila	4	Leaning	Remove
469	5	Siberian Elm	Ulmus pumila	4		Remove
471	3	Siberian Elm	Ulmus pumila	5		Remove
473	3	Siberian Elm	Ulmus pumila	4		Remove
474	8	Siberian Elm	Ulmus pumila	4	OHW	Remove
475	6	Siberian Elm	Ulmus pumila	4		Remove
476	8	Siberian Elm	Ulmus pumila	5		Remove
477	6	Siberian Elm	Ulmus pumila	4	Leaning	Remove
479	10	Siberian Elm	Ulmus pumila	4		Remove
481	3,5	Siberian Elm	Ulmus pumila	5		Remove
483	4	Siberian Elm	Ulmus pumila	5		Remove
484	4	Siberian Elm	Ulmus pumila	5		Remove
485	4	Siberian Elm	Ulmus pumila	5		Remove
486	7	Siberian Elm	Ulmus pumila	4		Remove
487	6	Siberian Elm	Ulmus pumila	4		Remove
489	7	Siberian Elm	Ulmus pumila	5		Remove
490	9	Siberian Elm	Ulmus pumila	4	Girdled	Remove
492	5	Siberian Elm	Ulmus pumila	5		Remove
493	6	Siberian Elm	Ulmus pumila	5		Remove

494	7	Siberian Elm	Ulmus pumila	4		Remove
495	4	Siberian Elm	Ulmus pumila	4		Remove
496	7	Siberian Elm	Ulmus pumila	4		Remove
497	19	Siberian Elm	Ulmus pumila	5	OHW	Remove
500	3,3	Canadian Sand Cherry	Prunus cistina	4		Remove
600	11	Siberian Elm	Ulmus pumila	5		Remove
606	7,12	Siberian Elm	Ulmus pumila	5		Remove
613	30	Box Elder	Acer negundo	4		Preserve
614	15	Siberian Elm	Ulmus pumila	4		Preserve
616	8	Box Elder	Acer negundo	4		Preserve
618	12,2	Siberian Elm	Ulmus pumila	4		Preserve
626	23	Siberian Elm	Ulmus pumila	5	big dead branch	Remove
630	16	Siberian Elm	Ulmus pumila	5		Remove
632	19	Siberian Elm	Ulmus pumila	4		Preserve
637	13	Siberian Elm	Ulmus pumila	4		Preserve
641	5	Box Elder	Acer negundo	5	leaning	Remove
642	6	Black Cherry	Prunus serotina	4		Remove
644	17	Siberian Elm	Ulmus pumila	4		Remove
645	6,8	Box Elder	Acer negundo	4		Remove
646	5,6,8	Silver Maple	Acer saccharinum	5		Remove
648	10	Box Elder	Acer negundo	4		Remove
653	6	Box Elder	Acer negundo	4		Remove
661	13	Box Elder	Acer negundo	5		Remove
662	12,14	Box Elder	Acer negundo	5		Remove
663	6	Siberian Elm	Ulmus pumila	4		Remove
667	9,12	Box Elder	Acer negundo	5		Remove
672	3,5,6,6,8	Box Elder	Acer negundo	5		Remove
675	4	Box Elder	Acer negundo	4		Remove
679	8	Siberian Elm	Ulmus pumila	4		Remove
687	8	Box Elder	Acer negundo	5		Remove
684	12	Siberian Elm	Ulmus pumila	4		Remove
696	5	Box Elder	Acer negundo	5		Remove
701	5	Siberian Elm	Ulmus pumila	5		Remove
713	8	Box Elder	Acer negundo	5		Remove
716	10	Box Elder	Acer negundo	4		Remove
717	10	Box Elder	Acer negundo	3		Remove
718	5	Box Elder	Acer negundo	4		Remove
720	6	Box Elder	Acer negundo	4	Leaning	Remove
721	5	Box Elder	Acer negundo	4		Remove
729	3	Box Elder	Acer negundo	4	Leaning	Remove
732	4	Box Elder	Acer negundo	5	Leaning	Remove
738	10	Box Elder	Acer negundo	4		Remove
740	5	Box Elder	Acer negundo	4		Remove
741	15,16,25	Box Elder	Acer negundo	5		Remove
743	13	Black Cherry	Prunus serotina	4		Preserve
745	6	Box Elder	Acer negundo	4	Leaning	Remove
746	4	Box Elder	Acer negundo	4		Preserve
749	4	Box Elder	Acer negundo	4		Remove
750	4,6,6,7	Downry Hawthorn	Crataegus mollis	4		Remove
752	12	Box Elder	Acer negundo	5		Remove
753	20	Box Elder	Acer negundo	5	Part dead	Remove
755	7	Siberian Elm	Ulmus pumila	4		Remove
756	4	Box Elder	Acer negundo	4		Remove
757	3	Box Elder	Acer negundo	5		Remove
760	4	Box Elder	Acer negundo	4	Severe lean	Remove
761	6	Box Elder	Acer negundo	5		Remove
762	4	Box Elder	Acer negundo	4		Remove
765	7	Eastern Red Cedar	Juniperus virginiana	5	Nearly dead	Remove
766	3	Box Elder	Acer negundo	4		Remove
767	3,3	Box Elder	Acer negundo	4		Preserve
768	6	Box Elder	Acer negundo	5		Remove
772	7	Box Elder	Acer negundo	5		Remove
773	8	Box Elder	Acer negundo	4		Remove
774	7	Box Elder	Acer negundo	5		Remove
777	5	Box Elder	Acer negundo	5		Remove
778	5	Box Elder	Acer negundo	4		Preserve
780	3	Box Elder	Acer negundo	4		Remove
781	3	Box Elder	Acer spruce	4		Preserve
782	4	Box Elder	Acer negundo	4		Remove
787	4	Box Elder	Acer negundo	5		Remove
793	17	Siberian Elm	Ulmus pumila	5		Remove
794	17	Siberian Elm	Ulmus pumila	4		Remove
795	29	Siberian Elm	Ulmus pumila	4	OHW	Remove
796	21	Siberian Elm	Ulmus pumila	5	OHW, hole	Remove
802	7	Box Elder	Acer negundo	4		Remove
803	10	Box Elder	Acer negundo	4	Leaning	Remove
804	6	Siberian Elm	Ulmus pumila	5		Remove
809	7	Box Elder	Acer negundo	4		Remove
810	10	Box Elder	Acer negundo	4		Remove
811	9,11	Box Elder	Acer negundo	5	Part dead	Remove
814	10	Box Elder	Acer negundo	4		Remove
815	11	Box Elder	Acer negundo	5	Part dead	Remove
823	14	Box Elder	Acer negundo	3		Remove
824	5	Box Elder	Acer negundo	4		Remove
825	5	Box Elder	Acer negundo	4		Remove
839	4	Silver Maple	Acer saccharinum	4		Remove
841	9,10	Siberian Elm	Ulmus pumila	5		Remove
842	5	Silver Maple	Acer saccharinum	4		Remove
844	4,7,10	Box Elder	Acer negundo	3		Remove
848	7	Silver Maple	Acer saccharinum	4	Leaning	Remove
849	7	Silver Maple	Acer saccharinum	4		Remove
850	2,4	Silver Maple	Acer saccharinum	4		Remove
861	7	Siberian Elm	Ulmus pumila	4		Remove
862	10	Siberian Elm	Ulmus pumila	3		Remove
867	5	Siberian Elm	Ulmus pumila	5		Remove
877	5	Siberian Elm	Ulmus pumila	5		Remove
878	10	Siberian Elm	Ulmus pumila	4		Remove
879	4	Silver Maple	Acer saccharinum	4		Remove
881	9	Siberian Elm	Ulmus pumila	4		Remove
888	5	Siberian Elm	Ulmus pumila	5		Remove
892	7	Box Elder	Acer negundo	4	Leaning	Remove
894	12	Box Elder	Acer negundo	4	Leaning	Remove
896	6	Box Elder	Acer negundo	4	Leaning	Remove
905	23	Siberian Elm	Ulmus pumila	4		Remove
906	12	Siberian Elm	Ulmus pumila	5		Remove
909	12	Siberian Elm	Ulmus pumila	4		Remove
910	6,7	Box Elder	Acer negundo	4		Remove
911	15	Box Elder	Acer negundo	4	Severe lean	Remove
913	21	Siberian Elm	Ulmus pumila	5		Remove
915	6	Box Elder	Acer negundo	5		Remove

916	22	Siberian Elm	Ulmus pumila	5	5	Remove
917	9	Box Elder	Acer negundo	4	Severe lean	Remove
918	6	Box Elder	Acer negundo	4	Leaning	Remove
920	15	Box Elder	Acer negundo	5		Remove
925	20	Sugar Maple	Acer saccharum	4	scarred	Remove
933	13	Eastern Red Cedar	Juniperus virginiana	3		Remove
934	30	Silver Maple	Acer saccharinum	4		Remove
936	9	Eastern Red Cedar	Juniperus virginiana	5		Remove
937	6,12	Eastern Red Cedar	Juniperus virginiana	4		Remove
940	33	Silver Maple	Acer saccharinum	4	Cocominant	Remove
944	15	Silver Maple	Acer saccharinum	5		Remove
945	21	Silver Maple	Acer saccharinum	5		Remove
947	28	Silver Maple	Acer saccharinum	4		Remove
948	14	Norway Spruce	Picea abies	4	no bottom branches	Remove
954	8	Eastern Red Cedar	Juniperus virginiana	5		Remove
955	7	Eastern Red Cedar	Juniperus virginiana	5		Remove
956	13	Norway Spruce	Picea abies	4	no bottom branches	Remove
957	2,6	Eastern Red Cedar	Juniperus virginiana	5		Remove
965	22	Siberian Elm	Ulmus pumila	4	one sided	Remove
967	28	Siberian Elm	Ulmus pumila	4		Remove
968	29	Siberian Elm	Ulmus pumila	4		Remove
974	5	Box Elder	Acer negundo	4		Remove
977	4	White Pine	Pinus strobus	5	no top	Remove
978	24	Box Elder	Acer negundo	5	heavily trimmed	Remove
980	12,4,9,9,2,7	Box Elder	Acer negundo	3		Remove
983	7,4	Box Elder	Acer negundo	4		Remove
985	4	Siberian Elm	Ulmus pumila	5		Remove
988	3	Box Elder	Acer negundo	3		Remove
992	3	Box Elder	Acer negundo	3		Remove
996	15	White Pine	Pinus strobus	3	no bottom	Remove
997	6	Box Elder	Acer negundo	4		Remove
1000	4	Siberian Elm	Ulmus pumila	4		Remove
1020	4	Box Elder	Acer negundo	4	no bottom branches	Remove
1025	8	Box Elder	Acer negundo	4		Remove
1028	6	Box Elder	Acer negundo	4		Preserve
1029	11,15	Siberian Elm	Ulmus pumila	4		Preserve
1030	3,3	Box Elder	Acer negundo	5	Leaning	Remove
1032	5	Box Elder	Acer negundo	5	Leaning	Remove
1040	5	Eastern Red Cedar	Juniperus virginiana	5	Nearly dead	Remove
1042	8	Eastern Red Cedar	Juniperus virginiana	5		Remove
1045	5	Eastern Red Cedar	Juniperus virginiana	5		Remove
1046	14,15	Siberian Elm	Ulmus pumila	5		Remove
1048	4	Box Elder	Acer negundo	5		Remove
1050	5,6	Box Elder	Acer negundo	4		Preserve
1061	6,7	Eastern Red Cedar	Juniperus virginiana	5		Remove
1063	3,7	Eastern Red Cedar	Juniperus virginiana	5		Remove
1065	3	Box Elder	Acer negundo	5		Remove
1067	3	Box Elder	Acer negundo	4	Leaning	Remove
1208	13	Box Elder	Acer negundo	5	leaning severely	Remove
1541	6,6	Box Elder	Acer negundo	4		Remove
2701	13,15	Siberian Elm	Ulmus pumila	4	trimmed OHW	Remove
2702	4	Box Elder	Acer negundo	3	trimmed OHW	Remove
2703	27,6,5	Box Elder	Acer negundo	3	lean	Remove
2704	5	Box Elder	Acer negundo	3		Remove
2705	3	Box Elder	Acer negundo	3		Remove
2706	9	Box Elder	Acer negundo	3		Remove
2707	6,10	Box Elder	Acer negundo	4		Remove
2709	21	Siberian Elm	Ulmus pumila	5	topped	Remove
2710	6	Norway Spruce	Picea abies	3		Remove
2711	10	Box Elder	Acer negundo	4		Remove
2712	7	Siberian Elm	Ulmus pumila	4		Remove
2713	13	Box Elder	Acer negundo	4		Remove
2713	10	Box Elder	Acer negundo	4		Remove
2714	9	Siberian Elm	Ulmus pumila	5		Remove
2715	23	Box Elder	Acer negundo	4		Remove
2717	7,7	Box Elder	Acer negundo	4		Remove
2718	10	Siberian Elm	Ulmus pumila	4		Remove
2719	18	Norway Spruce	Picea abies	4	btm branches dead	Preserve
2720	13	White Pine	Pinus strobus	4		Remove
2721	14	Colorado Spruce	Picea pungens	3		Remove
2722	3	Silver Maple	Acer saccharinum	3		Remove
2723	3,3	Siberian Elm	Ulmus pumila	3		Remove
2724	3	Box Elder	Acer negundo	4	leaning severely	Remove
2725	11	Siberian Elm	Ulmus pumila	5	trimmed severely	Remove
2726	9,7,5	Box Elder	Acer negundo	4		Remove
2727	27	Box Elder	Acer negundo	5		Remove
2728	10	Box Elder	Acer negundo	4		Remove
2729	8	Box Elder	Acer negundo	4		Remove
2730	3,4,3	Box Elder	Acer negundo	4	OHW	Remove
2731	4,6,6,5,6	Silver Maple	Acer saccharinum	3	OHW	Remove
2732	7	Siberian Elm	Ulmus pumila	4		Remove
2733	5	Box Elder	Acer negundo	4		Remove
2734	7	Box Elder	Acer negundo	4		Remove
2735	11	Siberian Elm	Ulmus pumila	4		Remove
2736	4	Box Elder	Acer negundo	4		Remove
2737	4	Silver Maple	Acer saccharinum	3		Remove
2738	3	Box Elder	Acer negundo	3		Remove
2739	6	Box Elder	Acer negundo	4		Remove
2740	16	Sugar Maple	Acer saccharum	3		Remove
2741	16	Silver Maple	Acer saccharinum	4		Remove
2742	25	Silver Maple	Acer saccharinum	4	dead branches	Remove
2743	20	Silver Maple	Acer saccharinum	3		Remove
2744	23	Silver Maple	Acer saccharinum	5		Remove
2745	5,5	Acer palmatum	Japanese Maple	4	partially dead	Remove
2746	27	Silver Maple	Acer saccharinum	3		Remove
2747	28	Silver Maple	Acer saccharinum	4	dead branch	Remove
2748	3,3,3,2,2,2	Pom Pon Juniper	Juniperis variety	3		Remove
2749	38	Silver Maple	Acer saccharinum	4		Remove
2750	37	Silver Maple	Acer saccharinum	4		Remove
2751	32	Silver Maple	Acer saccharinum	4		Remove
2752	20	Silver Maple	Acer saccharinum	4	Cocominant	Remove
2753	5,12	Box Elder	Acer negundo	4		Preserve
2754	24	Silver Maple	Acer saccharinum	4	Cocominant	Remove
2755	6	Box Elder	Acer negundo	4		Remove
2756	30	Silver Maple	Acer saccharinum	5		Remove
2757	30	Silver Maple	Acer saccharinum	4		Remove
2758	9	Eastern Red Cedar	Juniperus virginiana	5		Remove
2759	30	Silver Maple	Acer saccharinum	4		Remove
2760	11	Eastern Red Cedar	Juniperus virginiana	5		Remove
2761	7	Box Elder	Acer negundo	3		Remove

PLAN COMMISSION PROJECT TIMELINE

Project Name: Lexington Heritage Townhomes
 PC Number: 16-021
 Location: 3216-3240 N. Old Arlington Heights Rd
 Requested Action:

- A rezoning from M-1, Research Development and Light Manufacturing to R-6, Multi-Family Dwelling District
- An amendment to the Village's Comprehensive Plan to change the underlying land use designation from Research & Development, Manufacturing and Warehouse to Moderate Density Multi-Family.
- A Preliminary Plat of Resubdivision.
- A Preliminary PUD to allow 9 townhome buildings with 48 dwelling units on one zoning lot.
- Repeal Ordinance 92-059 and 92-060 relative to the Old Arlington Heights Overlay Zone.
- Multiple Variations

	Date	# of Business Days
Plat and Sub Committee Meeting	04/27/16	-
Awaiting Petitioner PC Application	08/24/16	83
PC Application Submittal Date	08/24/16	-
1 st Round Department Comments	09/08/16	10
Petitioner's Response	10/07/16	21
2 nd Round Department Comments	10/19/16	8
Petitioner's Response	10/28/16	7
3 rd Round Department Comments	11/04/16	5
PC Hearing*	11/09/16	54 days from application date
Village Board	11/21/16	7
Village Board Ordinance Adoption	12/05/16	10



Item: Ordinance - Chapter 13 - Class "A" liquor license

Department: Manager/Legal

An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code
(Making available a Class "A" liquor license)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Chapter 13 - Class "A" liquor license	Ordinance

AN ORDINANCE AMENDING CHAPTER 13 OF THE
ARLINGTON HEIGHTS MUNICIPAL CODE

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

SECTION ONE: That Section 13-502 of the Municipal Code of Arlington Heights, pertaining to the number of liquor licenses, is hereby amended to increase the number of Class "A" liquor licenses authorized, with the amended entry for Class "A" licenses to read as follows:

CLASS OF LICENSE	ANNUAL LICENSE FEE	NUMBER OF LICENSES AUTHORIZED
A	\$3,800.00	31

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

AYES:

NAYS:

PASSED AND APPROVED this 21st day of November, 2016.

Village President

ATTEST:

Village Clerk