



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
November 9, 2016
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Marathon Gas Station - 10/26/16

IV. PUBLIC HEARINGS

- 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

V. OTHER BUSINESS

VI. 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: Marathon Gas Station - 10/26/16

Department: Planning & Community Development

ATTACHMENTS:

Description

PC Minutes 10/26/16

Type

Minutes

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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

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is 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.

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I know they're mentioned in the Staff report about some issues with the State Fire Marshal. But the 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**

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revised fire truck turn exhibit for review and approval by the Village.

6. The Petitioner shall revise the landscaping to comply with comments 1 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.)

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STATE OF ILLINOIS)
) SS.
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



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.

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.

ATTACHMENTS:

Description	Type
Staff Report	Report
Legal Notice	Correspondence
Location Map	Exhibits
Plat & Sub Minutes	Minutes
DC Staff Report	Board or Commission Report
DC Minutes 10/4/16	Minutes
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 Addendum	Exhibits
Traffic Study	Exhibits
Justification for Variation Approval	Exhibits
Tree Preservation Plan	Exhibits

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

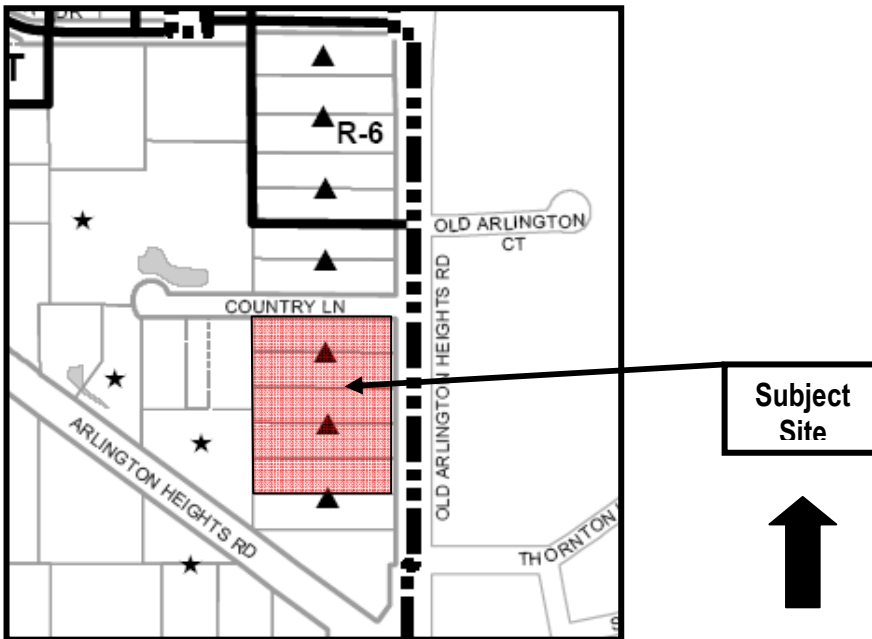
Petitioner: Bill Rotolo – Lexington Homes
Address: 1731 North Marcey Street, Suite 200
 Chicago, IL 60614
Existing Zoning: M-1, Research, Development and Manufacturing District

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.

NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
NOVEMBER 9, 2016, AT
7:30 P.M. in the Municipal
Building, 33 South Arlington
Heights Road, Arlington
Heights, Illinois to consider
Petition No. 16-021, a Rezoning
from M-1, Research, De-
velopment and Light Manu-
facturing District to R-4,
Multi-Family Dwelling Dis-
trict, an Amendment to the
Comprehensive Plan from
Research and Design, Manu-
facturing and Warehouse
to Moderate Density Multi-
Family, Preliminary Plot of
Subdivision, Preliminary
Planned Unit Development,
repeal of Ordinance 92-059
and 92-060 relative to the Old
Arlington Heights Overlay
Zone, and multiple Vari-
ations to Chapter 28 of the
Municipal Code to allow a 48
unit townhome development
on the subject property,
said property located at
3216-3240 North Old Arling-
ton Heights Road in Arling-
ton Heights, IL, legally de-
scribed as:
LOTS 17, 18, 19, 20, AND 21
IN FREEDOM SMALL
FARMS, BEING A SUBDI-
VISION IN THE NORTH-
WEST QUARTER OF THE
NORTHWEST QUARTER
AND THE NORTH HALF
OF THE SOUTHWEST
QUARTER OF THE
NORTHWEST QUARTER
OF SECTION 8, TOWN-
SHIP 42 NORTH, RANGE
11, EAST OF THE THIRD
PRINCIPAL MERIDIAN,
IN COOK COUNTY, ILLI-
NOIS.
And other variations as de-
termined necessary by the
Plan Commission.
All persons desiring to be
heard shall be given the op-
portunity to be heard.
Should any individual need
auxiliary aid or service,
such as a sign language
interpreter or materials in
alternative formats, please
contact the Health Depart-
ment at 33 South Arlington
Heights Road, Arlington
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.
Joe Lorenzini, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
October 25, 2016 (4455489)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake park, Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Sugar Grove, North Aurora, Glenview

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published October 25, 2016 in said **DAILY HERALD**.

IN WITNESS WHEREOF, the undersigned, the said **PADDOCK PUBLICATIONS, Inc.**, has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY *Danula Baltz*
Authorized Agent

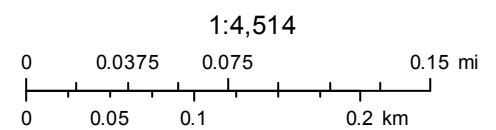
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OCT 31 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Aerial - Lexington Homes Townhome Proposal



April 21, 2016



REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

April 27, 2016

Project Title: Old Arlington Heights Rowhomes
Address: SWC of Country Ln. & Old Arlington Heights Rd.
Petitioner: Bill Rotolo
Address: Lexington Homes
1731 North Marcey Street, Suite 200
Chicago, IL 60614

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 to consolidate the five existing parcels into one lot.
- A Preliminary PUD to allow ten row home buildings with 52 dwelling units on a single lot.
- Repeal Ordinance 92-059 and 92-060 relative to the Old Arlington Heights Overlay Zone.

Variations Identified:

1. A variation from Chapter 28, Section 5.1-5.5, Required Minimum Yards, to allow a reduction to the minimum side yard (west) setback from 40' to 22' and 25' for buildings along the western property line.

Attendees: William Rotolo, Petitioner
Lawrence Freedman, Attorney for Petitioner
Len Kleinjan, Engineer for Petitioner
Joe Safin, Architect for Petitioner
Bruce Green, Plan Commissioner
Jay Cherwin, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary

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 ten, two-story townhome buildings that have a total of 52 attached row home units (6 two-bedroom units + 46 three-bedroom units). Half of the units would have 2-car rear loaded garages, while the other half of the units would have 2-car front loaded garages. Access onto the property would be via a single driveway along Country Lane and a single driveway along Old Arlington Heights Road.

Meeting Discussion:

The Petitioners and Plat and Subdivision Committee members introduced themselves.

Mr. Freedman began with a brief explanation of the project, which is an assemblage of five properties owned by four different individuals with the intention of rezoning the entire assemblage into the R-3 zoning district and construction a 52

unit townhome community on the property.

Mr. Rotolo passed out a site plan.

Mr. Rotolo acknowledged that the property was zoned in the M-1 District and knew that the Village had entertained a previous development concept for residential on the property without major objections. He explained that the plan had already been through review by staff, and the plan before the Committee this evening was the result of some of their previous discussions with staff. He said he was aware of some of the variances that were highlighted in the staff report to the Plat and Subdivision Committee.

Mr. Rotolo gave a summary of the proposed project, explained the two different types of townhome units, one being with front loaded garages and being only two stories in height (with basement), the other with rear loaded garages and three stories in height (no basement). He stated that the three story unit usually sells for around \$330,000, and the two story unit usually sells for around \$430,000. Mr. Rotolo described the existing homes on the site, which would be demolished for this development. He commented that he knows that this site will require some variations and that he didn't like asking for variations, but that the site was somewhat unique and that would be demonstrated in their application to the Plan Commission. He said he believes there is a basis to request a variation from the side yard (west) setback.

Commissioner Jensen asked if the petitioner had acquired the remaining vacant parcel immediately abutting to the south of the proposed development.

Mr. Rotolo replied that they were interested in acquiring the property but that the owner was not a seller.

Mr. Safin summarized the architecture of the townhomes, including the interior layout of the units, as well as the exterior appearance and materials of the buildings.

Commissioner Jensen asked if there was a balcony above the garage in the 3 story units.

Mr. Safin responded that there was a small approx. 5' x 18' balcony above the garage entrance on the back of the 3 story units.

Mr. Rotolo mentioned that they were currently building a similar product in Rolling Meadows, and have assembled a property in downtown Des Plaines as well. Mr. Rotolo described some of the history of Lexington Homes in the area, and described the interior finishes of the units.

Mr. Hubbard explained that the subject property was a little over 4.5 acres and that the existing zoning in the area was varied with some M-1 Zoning and some residential zoning. Mr. Hubbard outlined the various approvals that would be needed for this project, including:

- Comprehensive Plan Amendment
- Rezoning From M-1 to R-6
- Repeal of the Overlay District
- Preliminary and Final PUD
- Preliminary and Final Plat of Resubdivision.

Mr. Hubbard described the variation that would be needed on the side yard (west), and mentioned that staff's preliminary analysis determined setbacks based on building heights assumed at 25'. However, he mentioned that the plan this evening showed building heights at 30' and 27.5', which could change some of the setback requirements and may mean more variations could be requested. Additionally, he mentioned that staff had asked the petitioner to explore reorienting the buildings along Old Arlington Heights Rd., and he hoped that the petitioner would continue to explore that option. He discussed the following areas of the plan that would need to be submitted/reviewed/analyzed if the project moved forward:

- Roadway improvements may be required
- Market Study would be required

- Traffic Study would be required
- Conformance with the affordable housing policy would be required, which meant an appearance before the Housing Commission.
- Design Commission approval would be required.

Mr. Hubbard explained that, based on the preliminary analysis, the proposed use of the site as multi-family was acceptable. That the Overlay District could be repealed because it was meant for light industrial users and the trend of development in the location does not support that type of land use in this location.

Commissioner Cherwin asked if staff knew why the other proposed townhome projects on the subject property did not move forward.

Mr. Hubbard responded that he believed the last townhome development for this site was proposed around 2007 or 2008, which was right around the time of the economic downturn.

Commissioner Cherwin stated that he didn't have a problem with the transition from an industrial use on the site to a residential use, but that his only concern was traffic generation and so the traffic report and analysis would be important to him. He mentioned that stormwater retention was something he always was concerned about, but that the petitioner could work with staff and engineering to make everything work. .

Commissioner Sigalos said he would prefer to not to see the ends of units fronting on Old Arlington Heights Road, and thought that they should look into the possibility of flipping the western ½ of the development with the eastern ½ of the development so that the townhomes fronted Old Arlington Heights Rd.

Mr. Rotolo mentioned that they would continue to explore that option, but that in their experience, it may look better from the street to have the townhomes fronting Old Arlington Heights Rd, but the homes "lived" better when they were designed as proposed because they faced an interior courtyard and not a busy street. Based on sales, Mr. Rotolo said he knew that the buyers would prefer the courtyard orientation.

Commissioner Sigalos asked if they explored purchase and assemblage of the northern two lots across the street on Country Ln.

Mr. Rotolo responded that he would reach out to them to see if a deal could be reached, but that it was very difficult to get the all four existing owners of the subject property on board and that he didn't want to endanger their existing contract.

Commissioner Jensen asked if the property was under contract yet.

Mr. Freedman responded that the properties were under contract.

Commissioner Sigalos asked if a market study was done, and that the Timber Court development to the north was originally intended to be a condo building but then went rental due to the market.

Mr. Rotolo replied that he was aware of the Timber Court development and that he believed the market for condo's suffered during the economic downturn and that multi-family condo's (as opposed to townhomes) catered to a different buyer, so the market for his project was different than the market for the Timber Court project. He said that townhome developments were generally easier to build because you can do them one building at a time as the units sell, as opposed to a condo building where lenders require at least 60% pre-sales before any construction can begin. He said that townhomes are also easier because they are fee-simple ownership.

Mr. Kleinjan asked if Mr. Sigalos would rather see apartments at on the subject property.

Commissioner Sigalos responded that no, he liked the idea of condo's but just wanted to make sure that there was a

market for them. He asked about guest parking and was concerned that there might not be enough guest parking.

Mr. Rotolo responded that there would be two driveway spots in front of each unit, so in combination with the interior garage spaces each unit would have four total spaces and so he was confident that they would have enough guest parking.

Commissioner Jensen asked how the developer would handle the affordable housing requirement.

Mr. Rotolo responded that he wasn't sure yet, but he imagined that they would pay in lieu of.

Commissioner Jensen stated he didn't have any problem with the concept and that he was generally supportive of the rezoning as not a lot of manufacturing was being done in the area now-a-days.

Commissioner Green stated that he preferred the orientation of the townhome buildings as proposed because he would not want to see the mass of buildings up on the street and that he liked the open space fronting the street.

Commissioner Jensen agreed with Commissioner Green.

Commissioner Green stated that was happy to see windows on the side elevations and that he did not like side elevations that did not contain windows. He said he would prefer to see the side of the buildings fronting Old Arlington Heights Rd, and that the developer should dress up the side to provide an attractive appearance from the street. He stated that he did not like to see brand new developments on a "blank" site request variances, so he encouraged the petitioner to revisit the site layout so as to eliminate any variation requests.

RECOMMENDATION

Plat & Sub Committee agreed that the feedback was positive and encouraged the petitioner to move forward with the project. The meeting concluded at 7:46pm.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder

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):

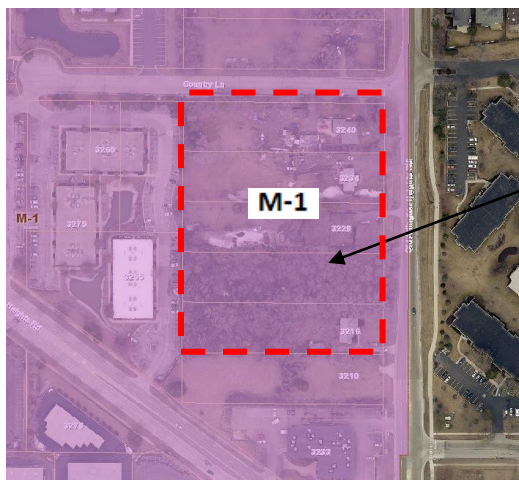
1. Approval of the proposed architectural designs for the multi-family townhomes at the proposed Lexington Heritage Subdivision.

ANALYSIS:

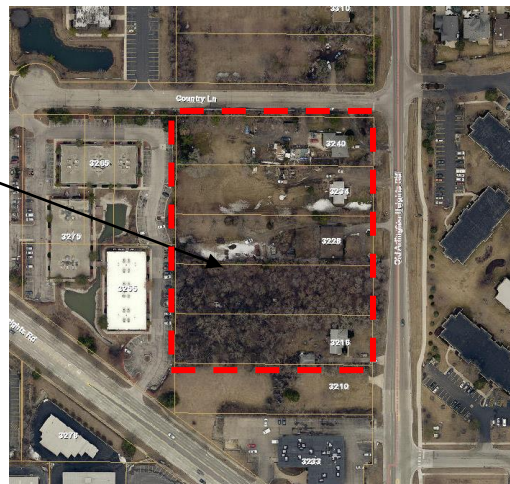
Summary

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



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.

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.

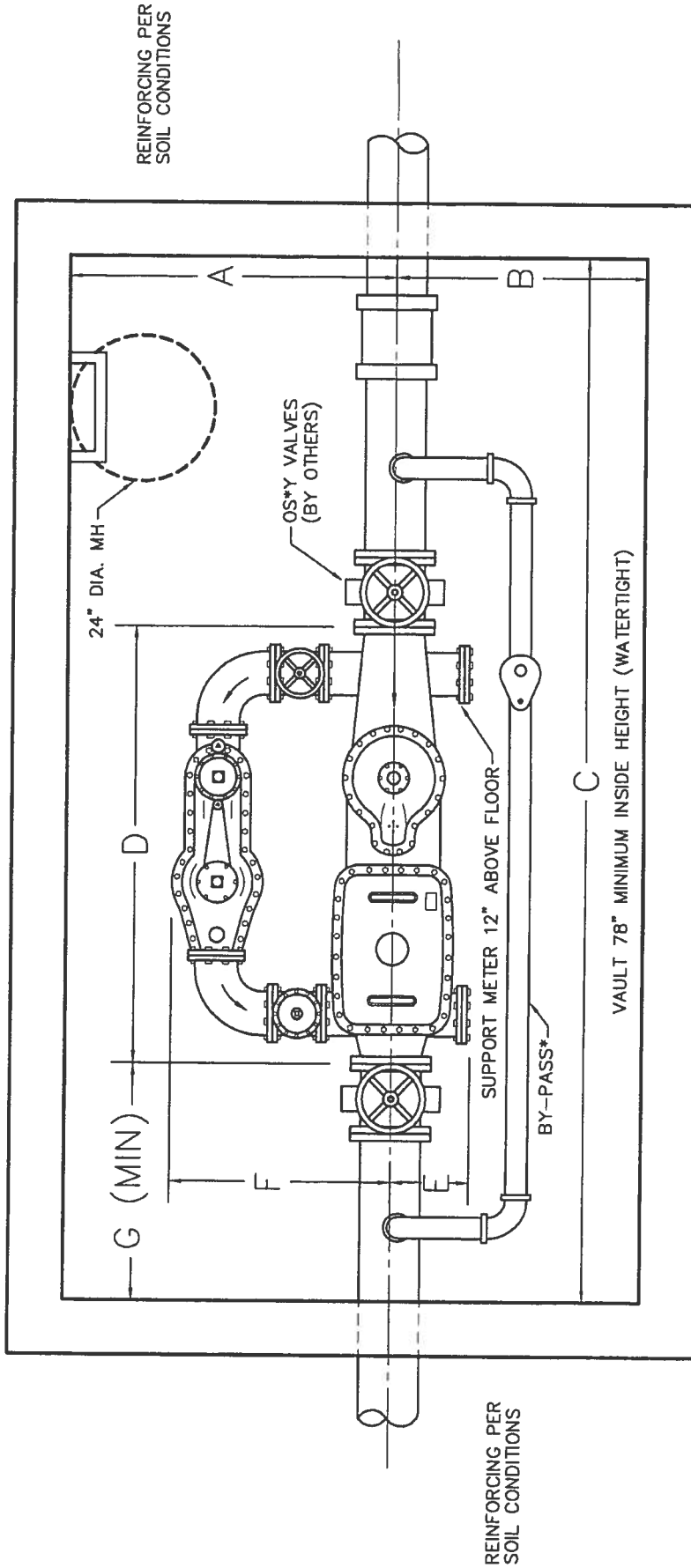
The term "Common Elements" shall have the meaning set forth for such term in the "*Condominium Property Act*", Chapter 765 ILCS 605/2(c), as amended from time to time.

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 Fire Department Plan Review Sheet

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:



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 calculation s 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.

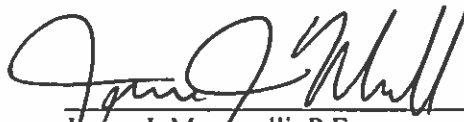
- 14) Truncated domes and handicapped ramps required at all roadway intersections.
- 15) Provide planting proposal for Old Arlington Heights Road and Country Lane.
- 16) 3' minimum patches required for all curb and gutter replacements.
- 17) Private stairs adjacent to public sidewalk must have an adequate 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 Fire Department Plan Review Sheet

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.

RECEIVED

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

Environmental Health Officer

10/12/16

Date

James McCalister

for

10/12/16

Dir
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.*

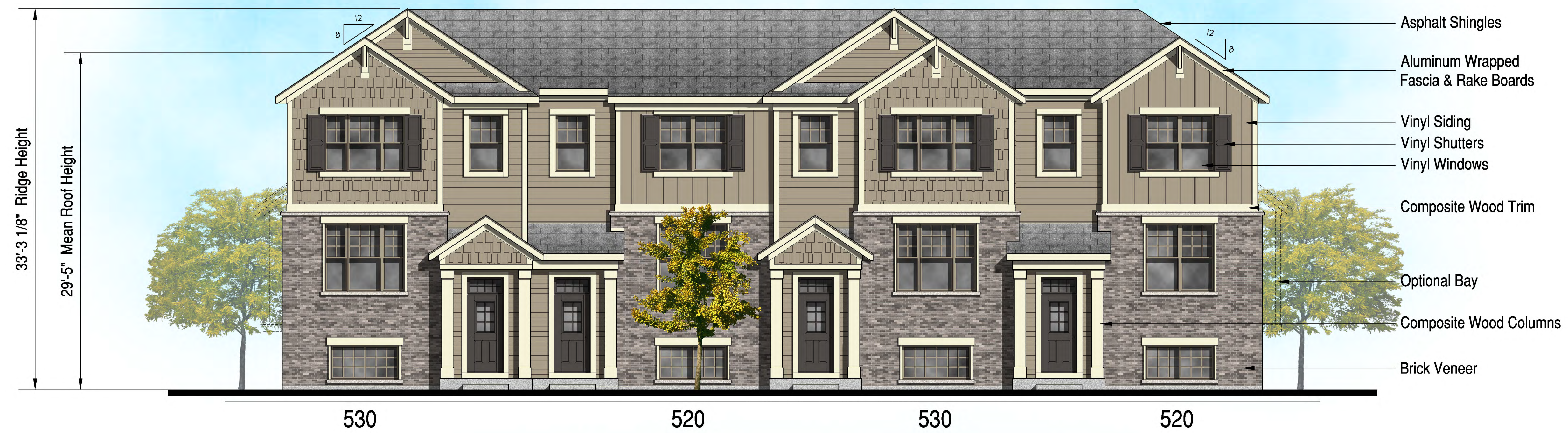
No railings have been proposed on the service walks adjacent to the public sidewalks on Old Arlington Heights Rd or Country Lane. The narrowest landing width provided is nearly 2'. If larger widths are required, please advise and we can update our plans accordingly.

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

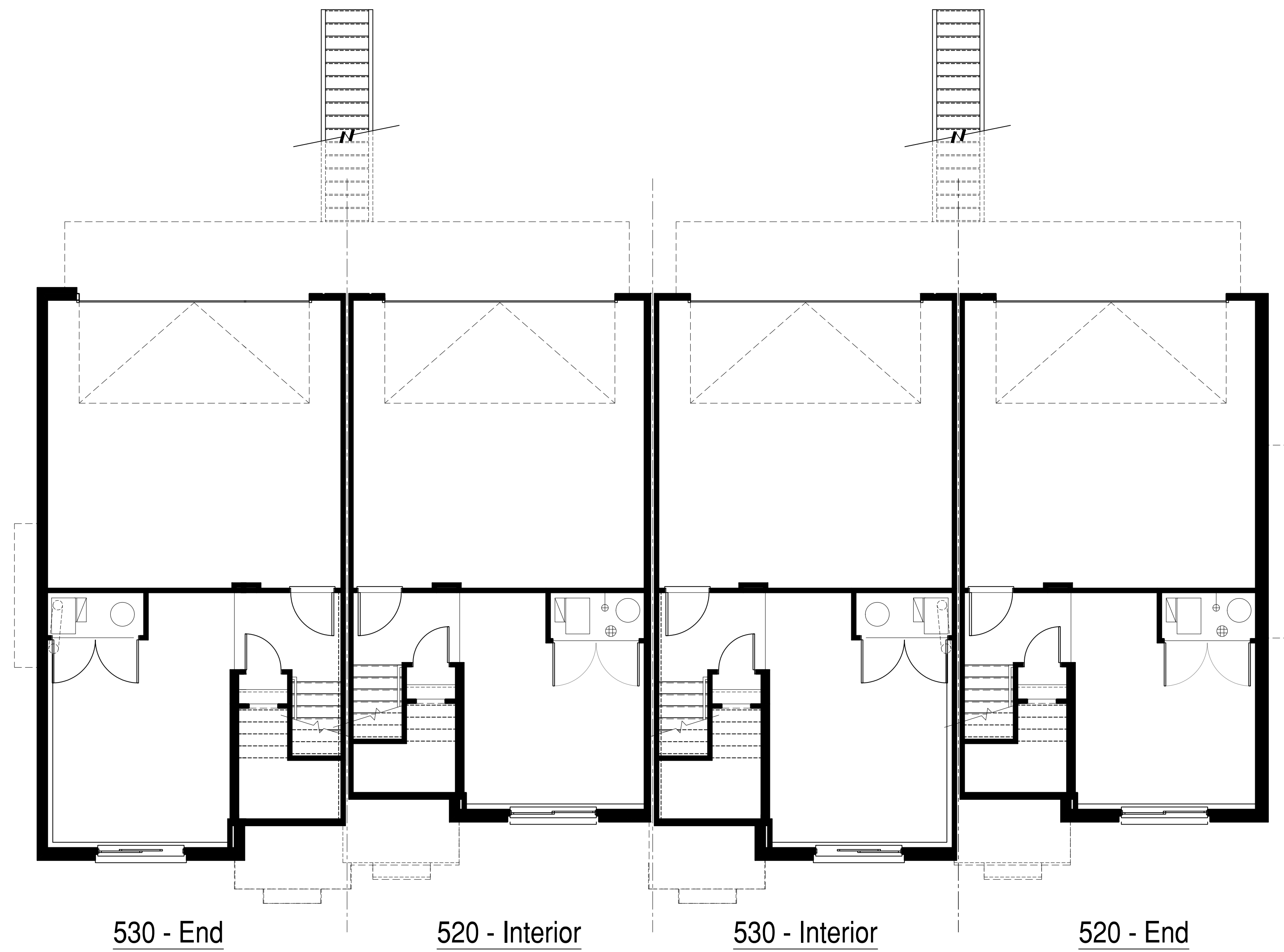
bsbdesign.com

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

© 2016 BSB Design, Inc.





Main Floor Plan

SCALE: 3/16" = 1'-0"

Assembly Plans

Lexington Heritage
Arlington Heights, IL

09-16-2016

© 2016 BSB Design, Inc.





Upper Floor Plan
SCALE: 3/16" = 1'-0"

Assembly Plans

Lexington Heritage
 Arlington Heights, IL

09-16-2016
© 2016 BSB Design, Inc.





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

bsbdesign.com

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09-16-2016

© 2016 BSB Design, Inc.





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

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

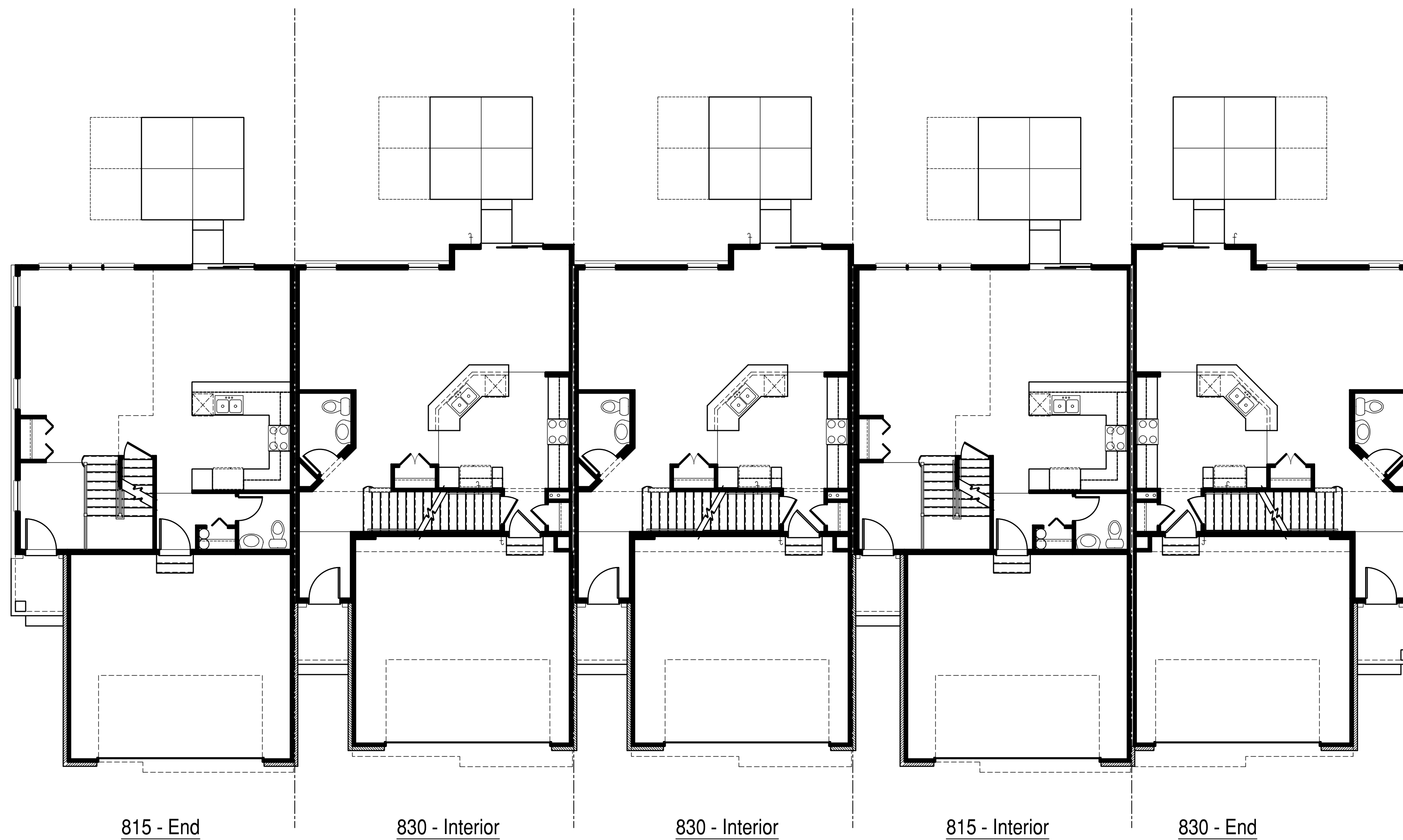
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Upper Floor Plan

SCALE: 1/8"=1'-0"

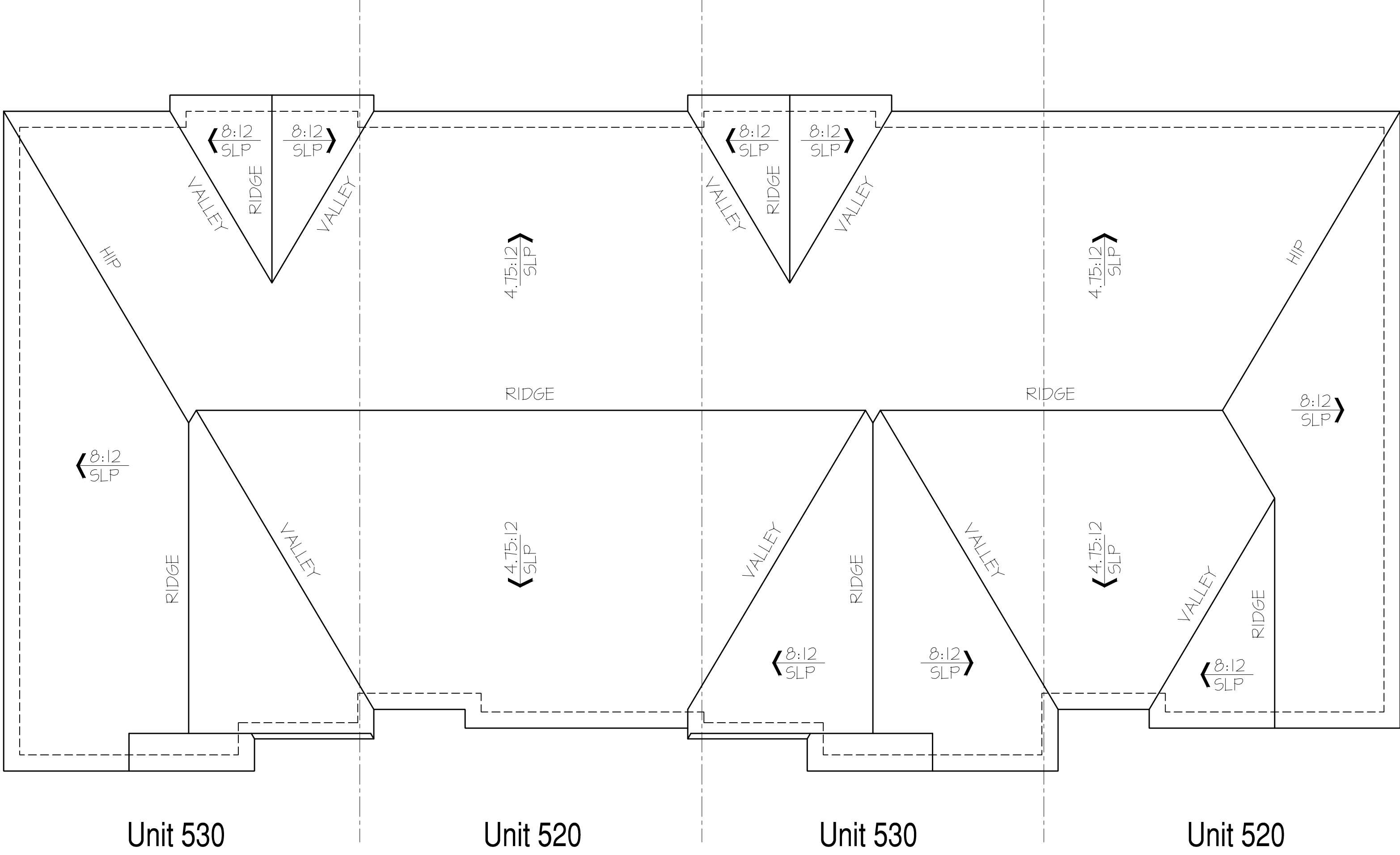


Main Floor Plan

SCALE: 1/8"=1'-0"

Assembly Plans

Lexington Heritage
Arlington Heights, IL



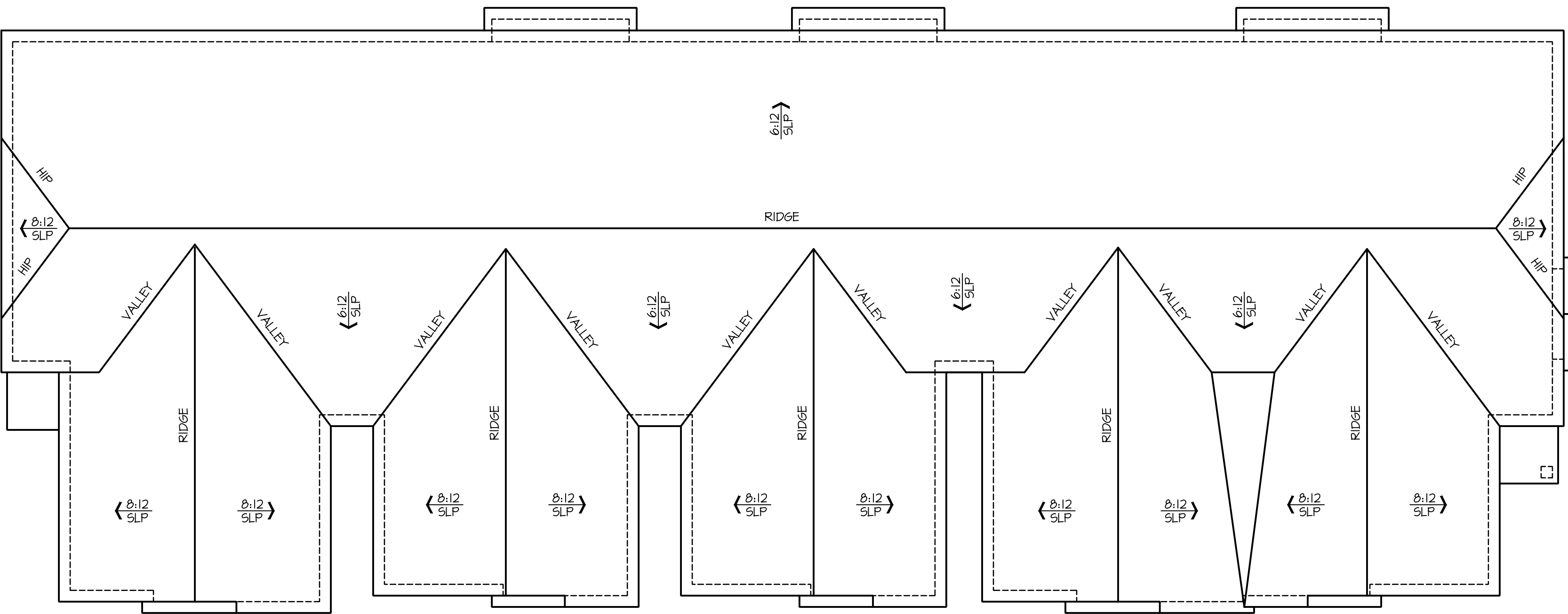
Roof Plan

SCALE: 3/16" = 1'-0"

Assembly Plans

Lexington Heritage

Arlington Heights, IL



Roof Plan

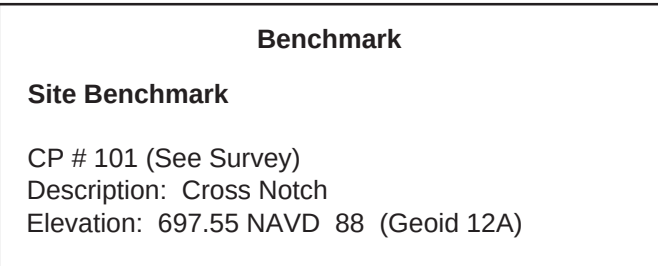
SCALE: 1/8"=1'-0"

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	
	Utility Pole
	Telephone Pedestal
	Telephone Manhole
	Telephone Line
	Mailbox
	Curb & Gutter
	Depressed Curb
	Curb Elevation and Gutter/Pavement Elevation
	Pavement Elevation
	Sidewalk Elevation
	Ground Elevation
	Contour Line
	Deciduous Tree
	Coniferous Tree
	Record
	On Line

1. Field work was completed on April 26, 2018.
The Horizontal coordinates and bases of bearing shown hereon are based on NAD 83(2012) Illinois East Zone 1201 State Plane Coordinates as referenced from Kara Company's RTK Network.
2. The 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 other field data is shown to that which is visible and can be measured. This survey does not exclude possibility of the existence of other underground utilities 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 those specifically verified by field measurement. Prior to any excavation contact J.U.L.I.E. (1-800-982-0123).

Ordered By: Lexington Homes
Order No.: 16-002 | Lot No. 17-21

By: _____
Illinois Professional Land Surveyor No. 3695

BOUNDARY & TOPOGRAPHIC SURVEY

4.6 ACRE LEXINGTON PROJECT

BUILD ARLINGTON HEIGHTS ROAD

ARLINGTON HEIGHTS, ILLINOIS

Project Manager: LAK
Engineer: JW/G
Date: 2016-06-05
Project No. 16003
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

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



REVISÉ: OCTOBER 5, 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

DEVELOPER / SUBDIVIDER:

Lexington Homes
1731 Marcey Street, Suite 200
Chicago, IL
Tel: 847-875-8289
Fax: 773-60-0301

PREPARED BY:

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Schaumburg, IL 60173
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VILLAGE OF ARLINGTON HEIGHTS

33 S Arlington Heights Rd
Arlington Heights, IL 60005
Tel: 847-368-5000

PRELIMINARY PLANNED UNIT DEVELOPMENT PLAT

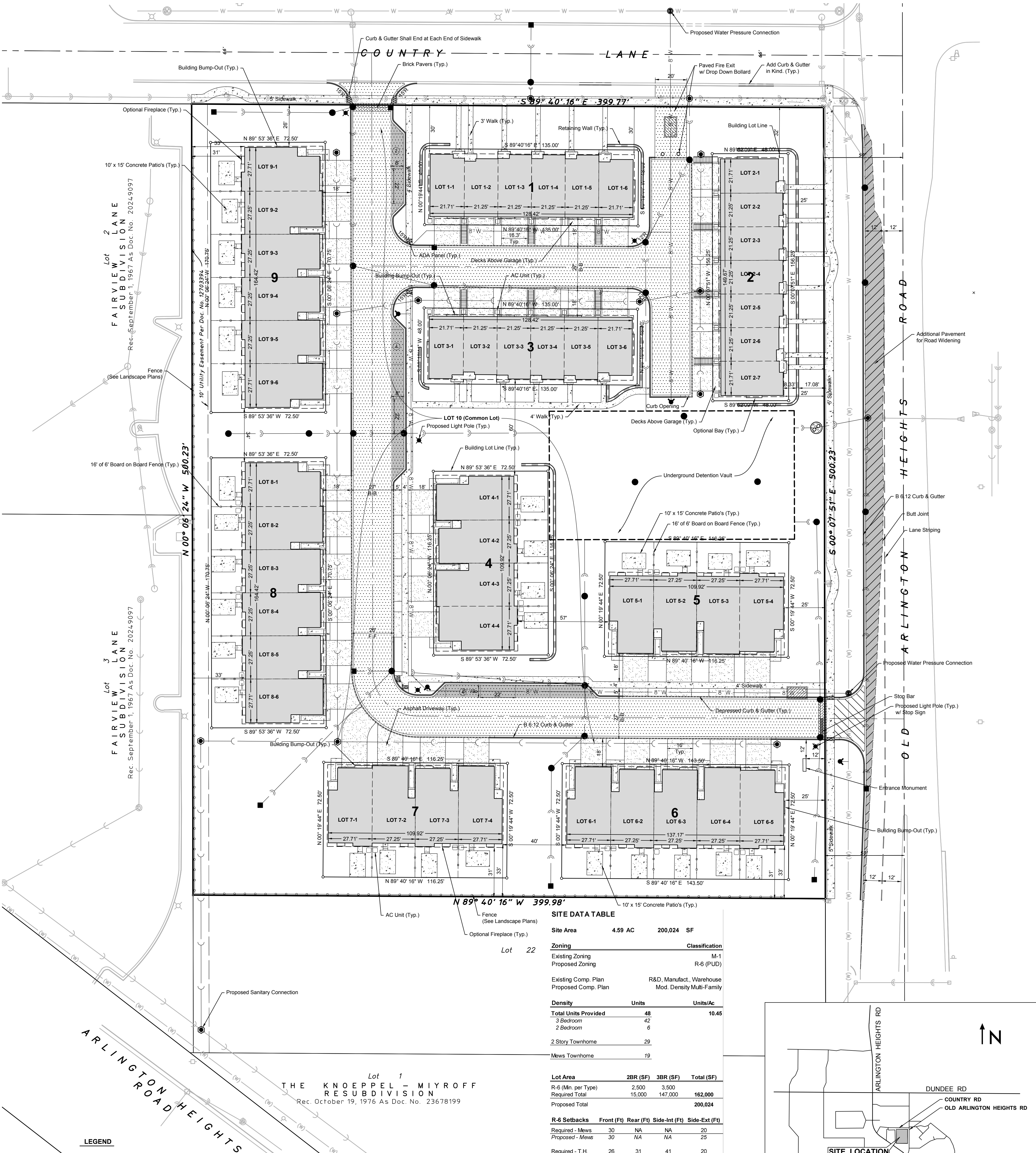
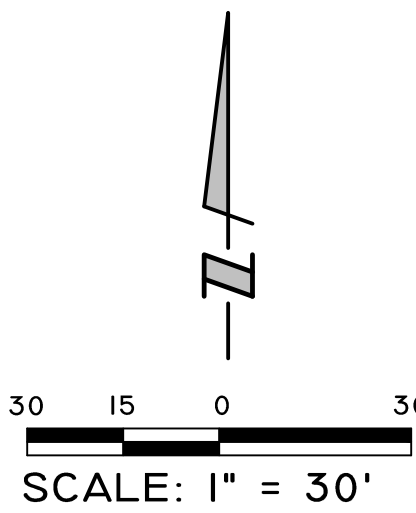
OF

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

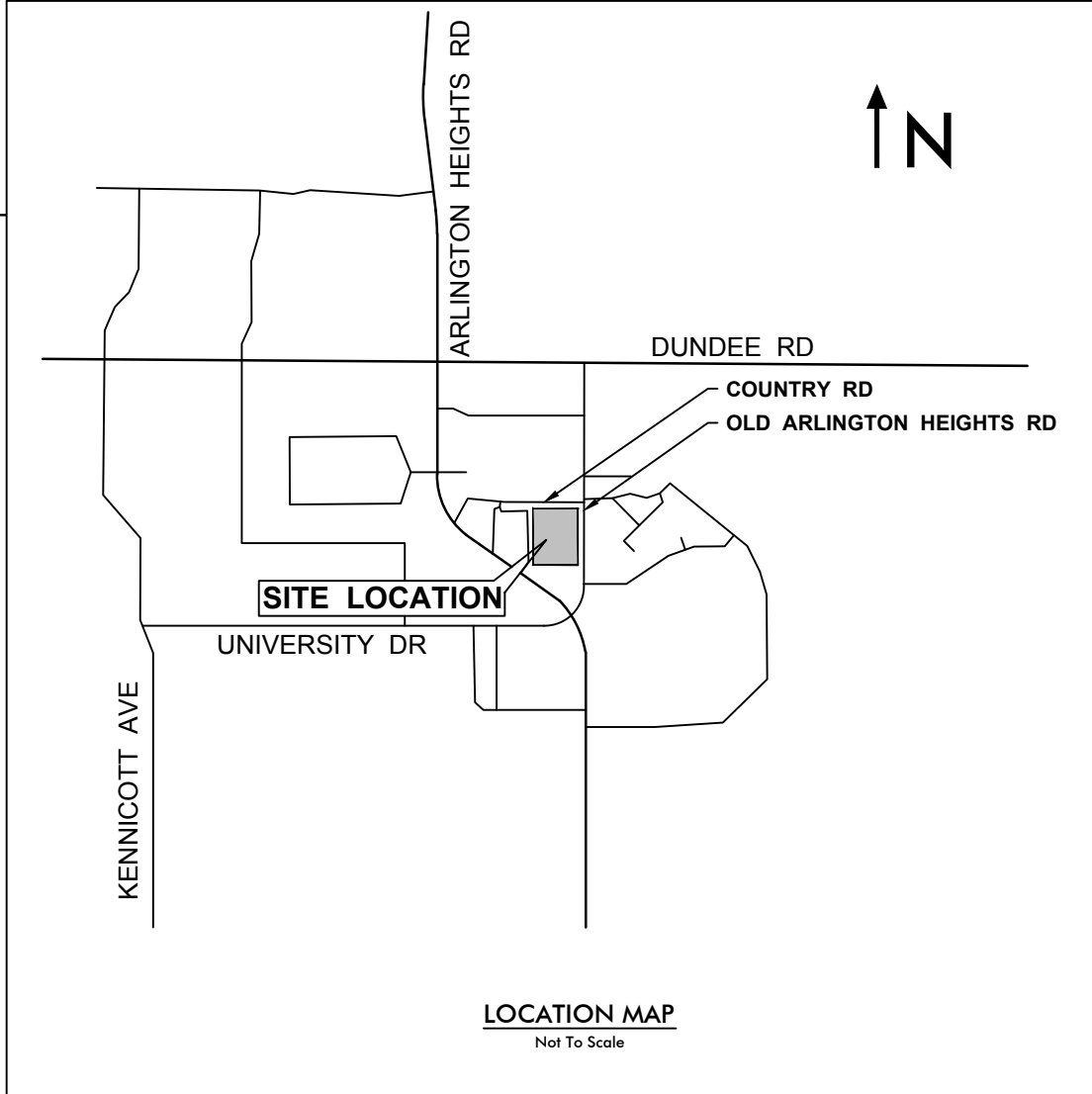
Front Yard:	Country Lane
Rear Yard:	South Property Line
Side Interior:	West Property Line
Side Exterior:	Old Arlington Heights Rd

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

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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
Tel: 847-875-8289
Fax: 773-60-0301

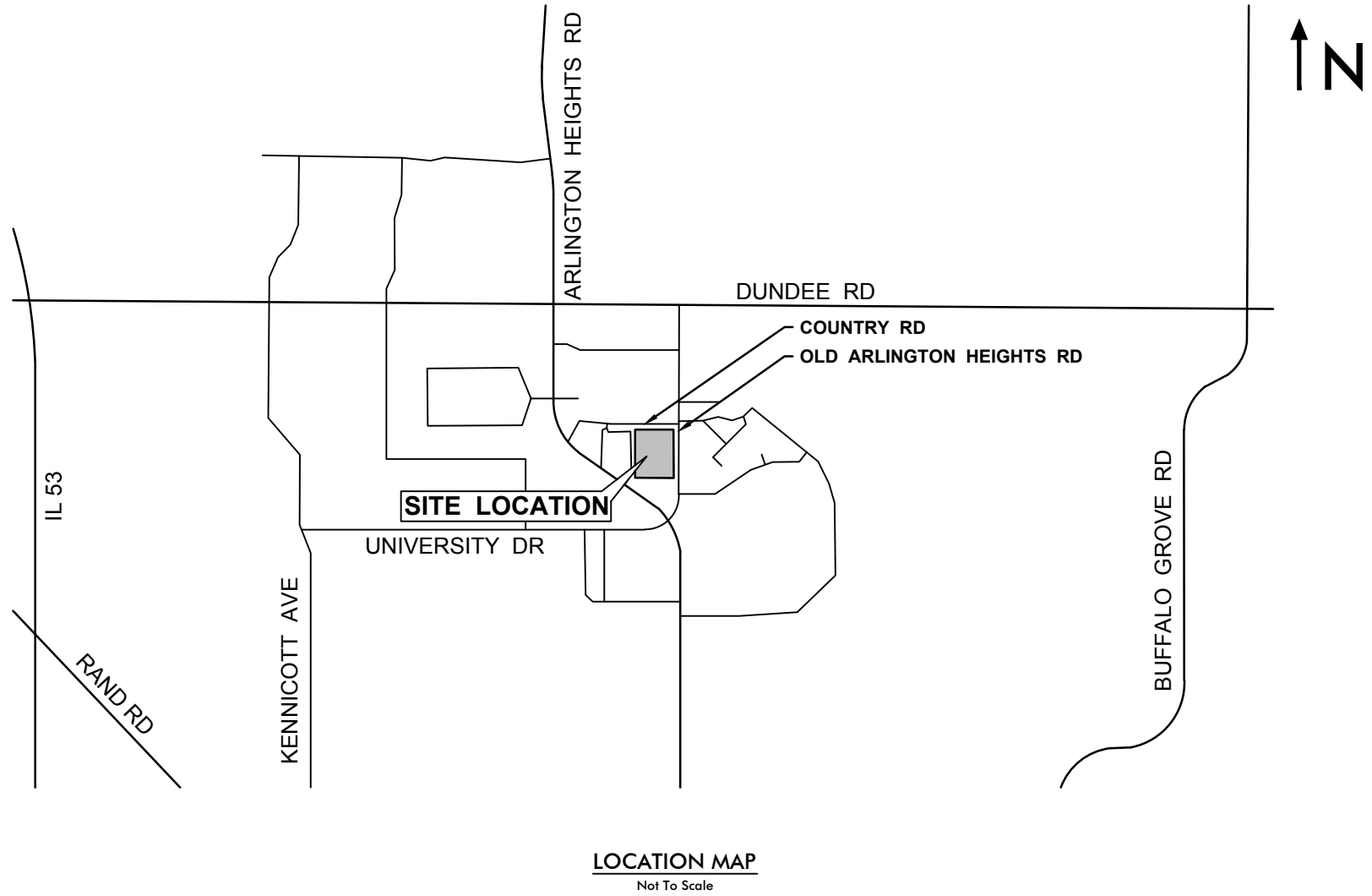
PREPARED BY:

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
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VILLAGE OF ARLINGTON HEIGHTS

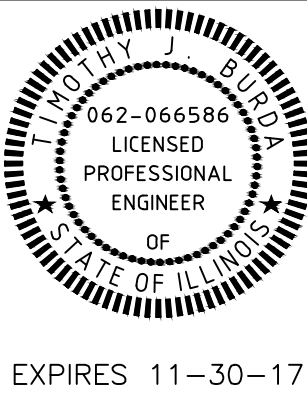
33 S Arlington Heights Rd
Arlington Heights, IL 60005
Tel: 847-368-5000

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	
	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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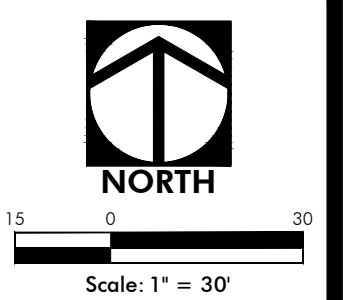
TITLE SHEET
PRELIMINARY ENGINEERING PLAN
LEXINGTON HERITAGE
ARLINGTON HEIGHTS, ILLINOIS

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.



Per Village of Palatine Comments
Per Village of Palatine Comments

Date
10/27/2016
10/27/2016

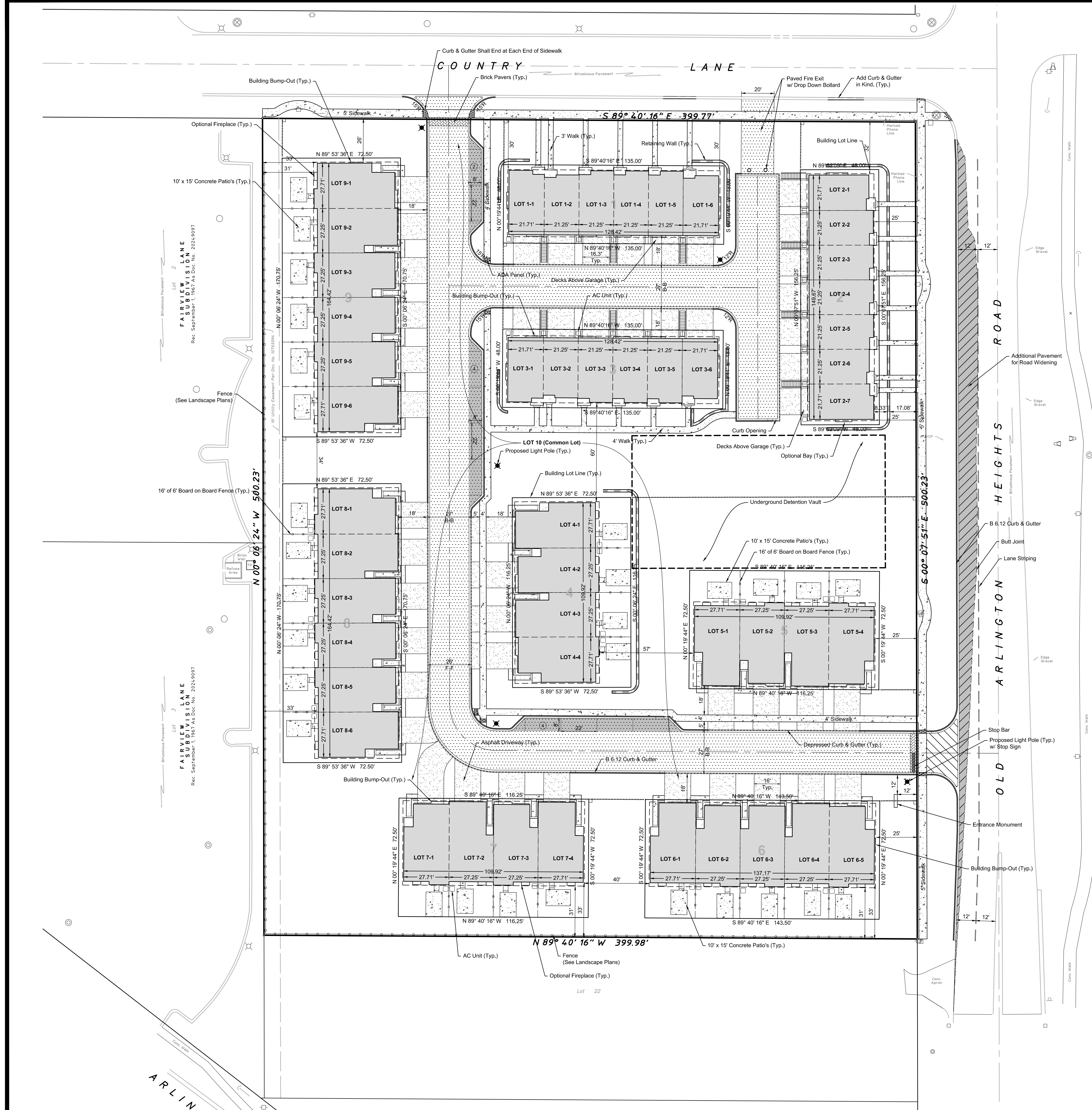
No.
2
1

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EXISTING & DEMOLITION PLAN
PRELIMINARY ENGINEERING PLAN
LEXINGTON HERITAGE
ARLINGTON HEIGHTS, ILLINOIS

Project Manager: TJB
Engineer: DJV
Date: 07/15/2016
Project No. 16-003
Sheet 2



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 - Apron -2" Hot Mix Asphalt Surface Course, Mix D, N70 -8" BAM Base Course, N70 -4" CA-6 Crushed Aggregate Base Course
	Bituminous Pavement - Arlington Heights Rd -2" Class 1 Bituminous Concrete Surface Course, N70 -10" BAM Base Course, N70 -4" 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	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

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Required - T.H.	26	31	41	20
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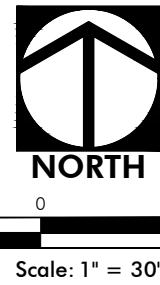
Front Yard : Country Lane
Rear Yard : South Property Line
Side Interior : West Property Line
Side Exterior : Old Arlington Heights Rd

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%
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Sidewalk / Patio	10,910	0.25	5.5%
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TOTAL	200,024	4.59	

Floor Area	Area (SF)	F.A.R (%)
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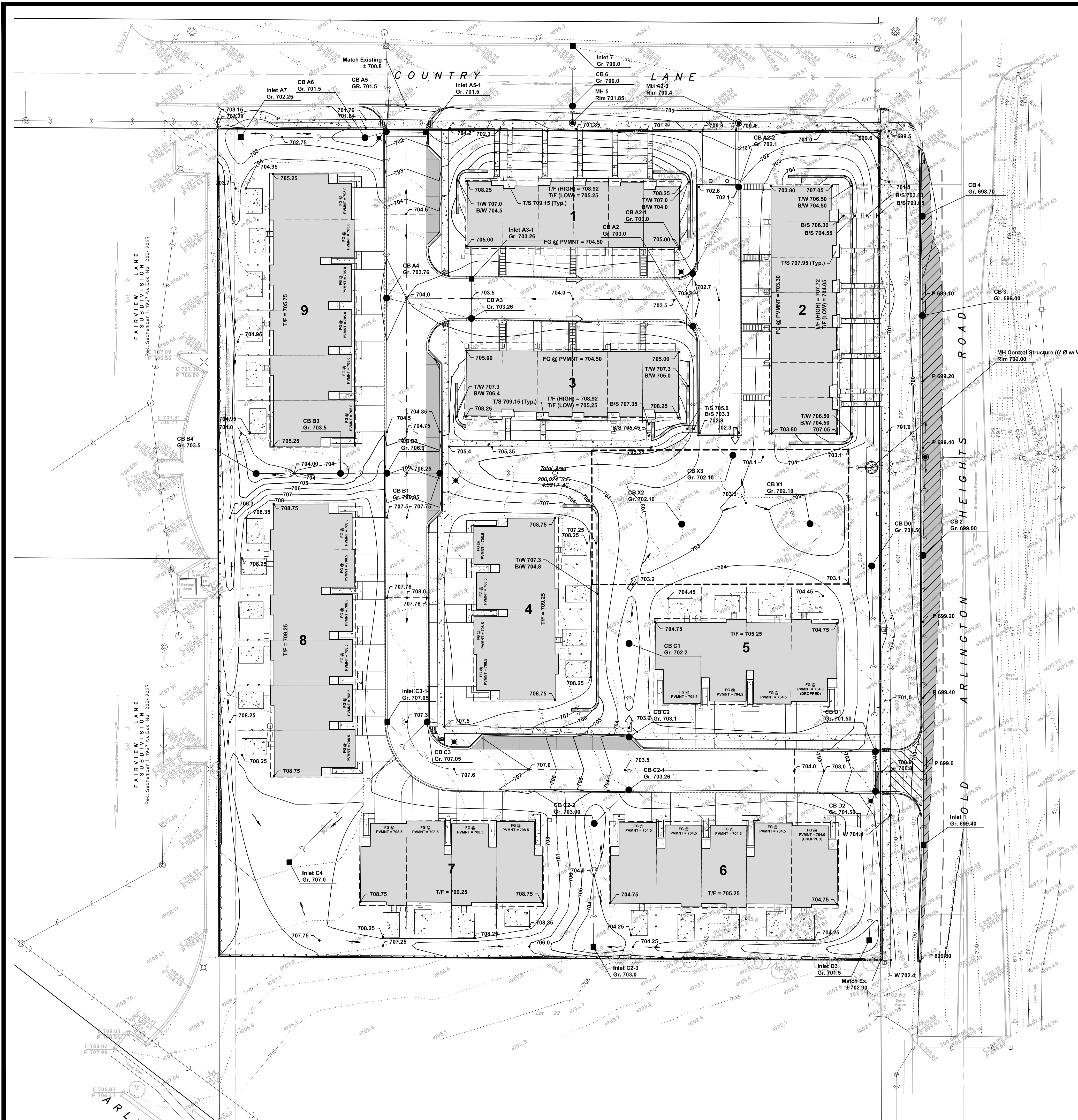
- Notes:
- Trash storage area's to be located within individual garages
 - 2 Bedroom mix shown is an estimate and subject to change



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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



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

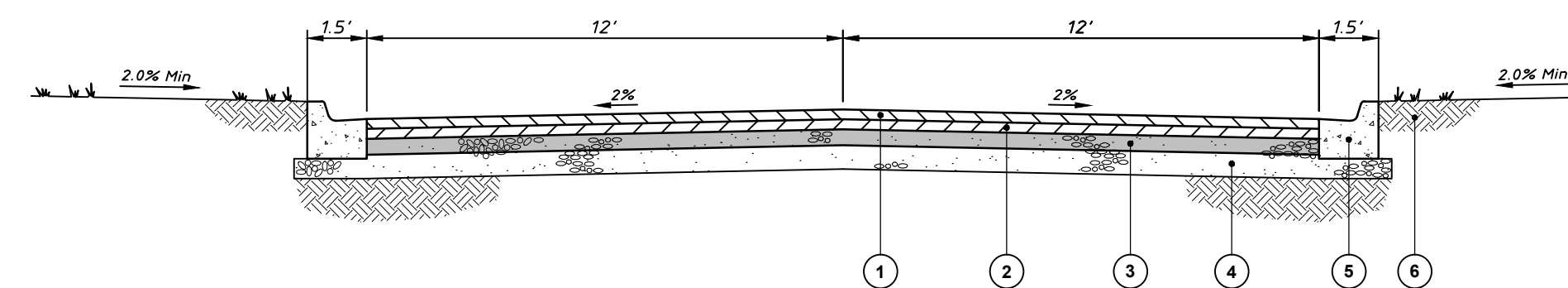
B. Coverage Summary:

	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

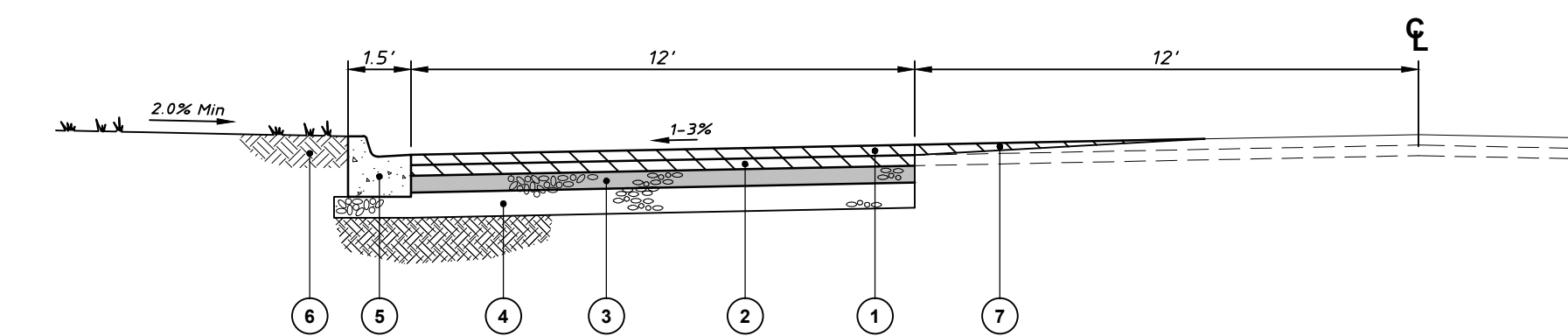
D. Storage:

Required	Storage (Ac-Ft)
Using Bulletin 70 Rainfall Table	1.196
Proposed	Storage (Ac-Ft)
Detention Provided	1.301



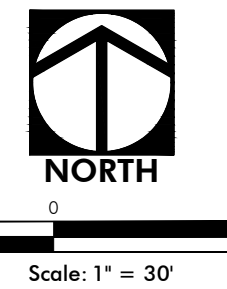
- 1 Bituminous Concrete Surface Course - Mix D, N50 - 2"
- 2 Bituminous Concrete Binder Course - N50 - 2.25"
- 3 Bituminous Concrete Binder Course - N30 - 5"
- 4 Aggregate Base Course, Type B, Crushed Limestone CA-6 - 4"
- 5 Combination Concrete Curb and Gutter, Type B-6.12
- 6 6" Topsoil and Sod

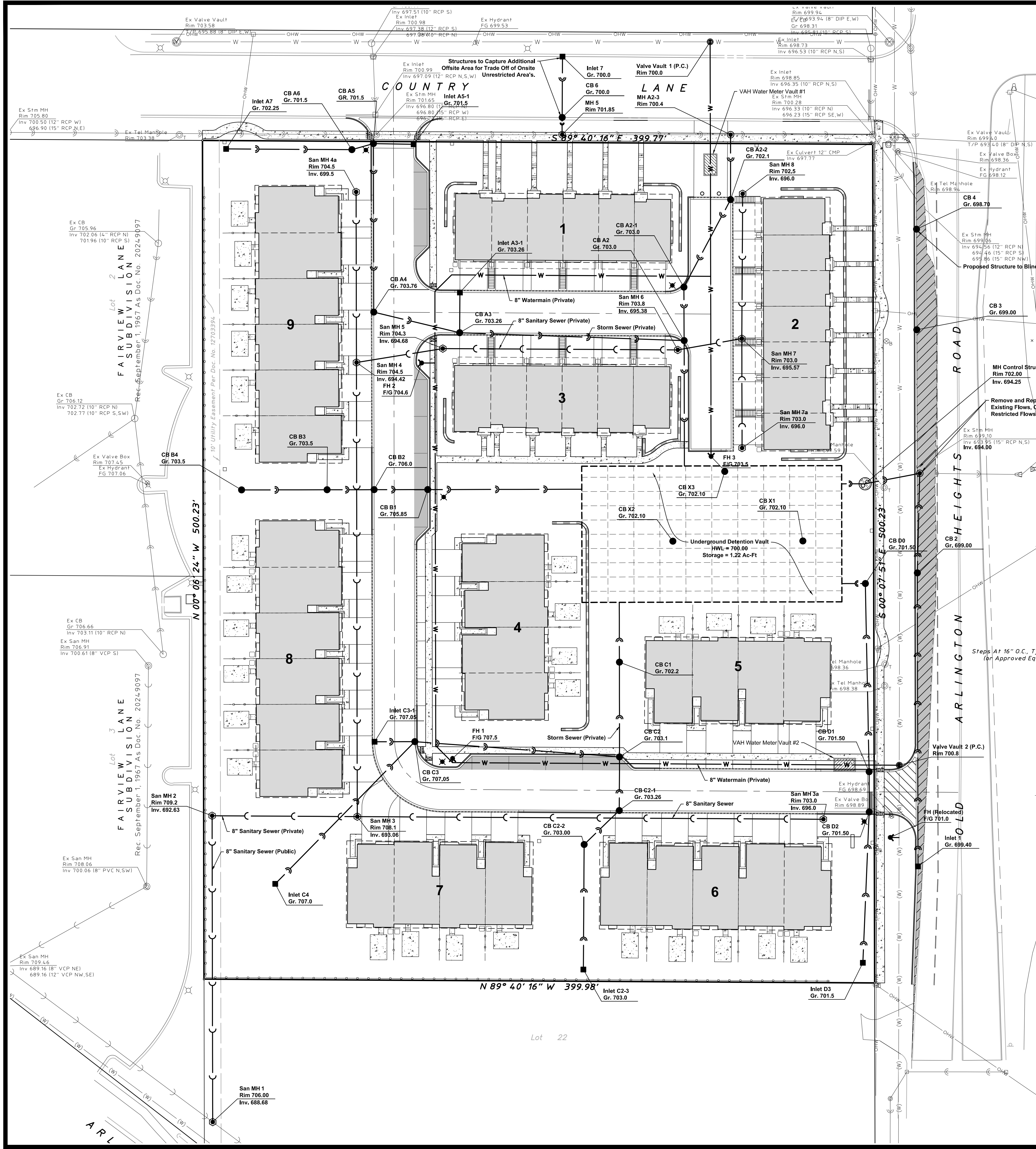
ONSITE PRIVATE ROAD
CROSS SECTION - B6.12



- 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

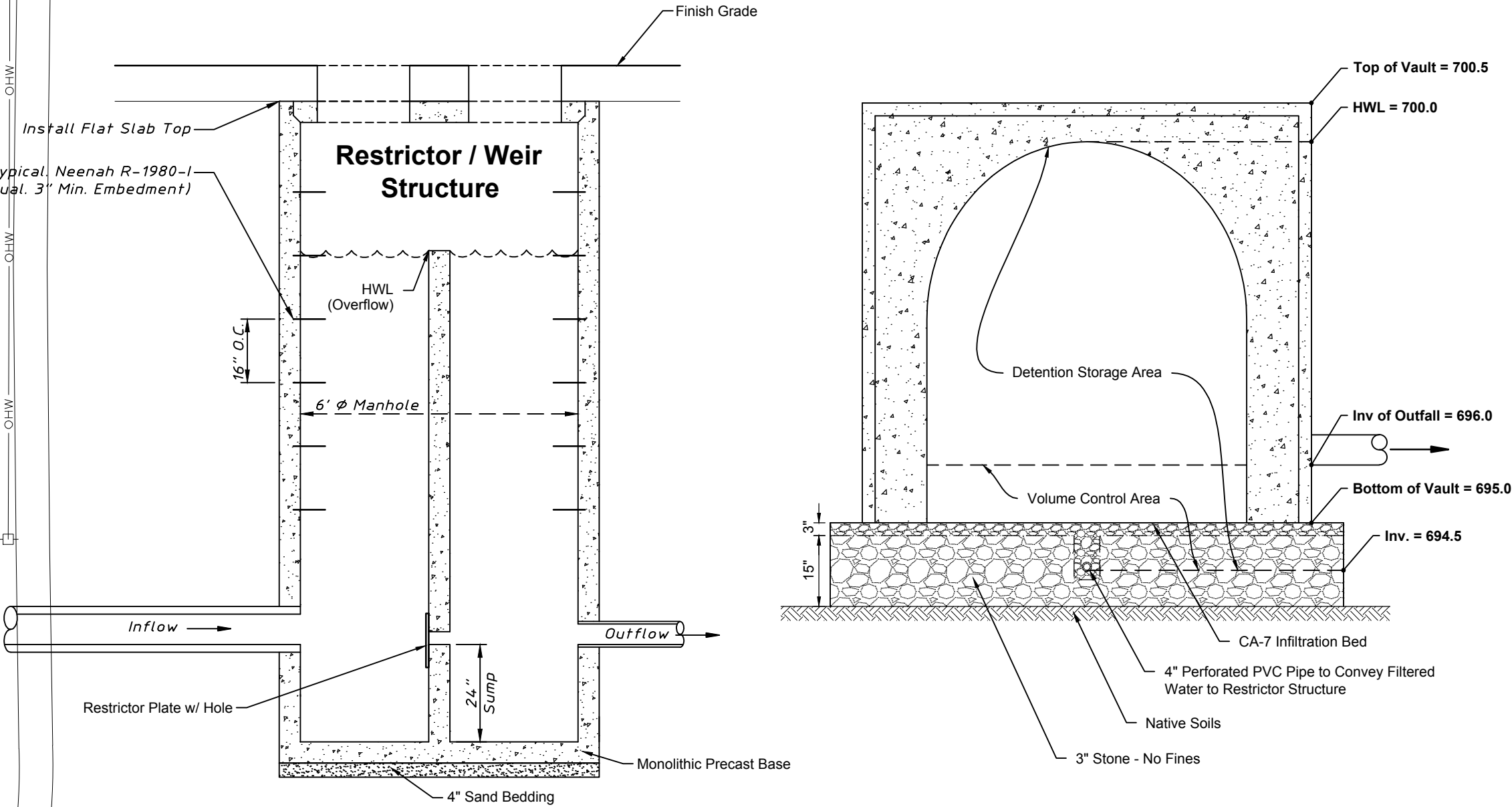
Prepared: TJB
Reviewed: LAK
Date: 8/21/2015

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

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UTILITIES PLAN
PRELIMINARY ENGINEERING PLAN
LEXINGTON HERITAGE
ARLINGTON HEIGHTS, ILLINOIS

Project Manager: TJB
Engineer: DJV
Date: 07/15/2016
Project No. 16-003
Sheet 5

10/27/2016
10/5/2016
Per Village of Palatine Comments
Per Village of Palatine Comments
Revision
Date
No.

COUNTRY LANE

Decorative Paver Treatment

25-HS

Parkway Trees to be selected and installed by the Village of Arlington Heights

sod

BUILDING 1

BUILDING 2

BUILDING 3

BUILDING 4

BUILDING 5

BUILDING 6

BUILDING 7

BUILDING 8

BUILDING 9

MONUMENT SIGN

DOG EARED FENCE (TYPICAL)

TREES TO BE PRESERVED TO THE GREATEST EXTENT PRACTICAL

OLD ARLINGTON HEIGHTS ROAD

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

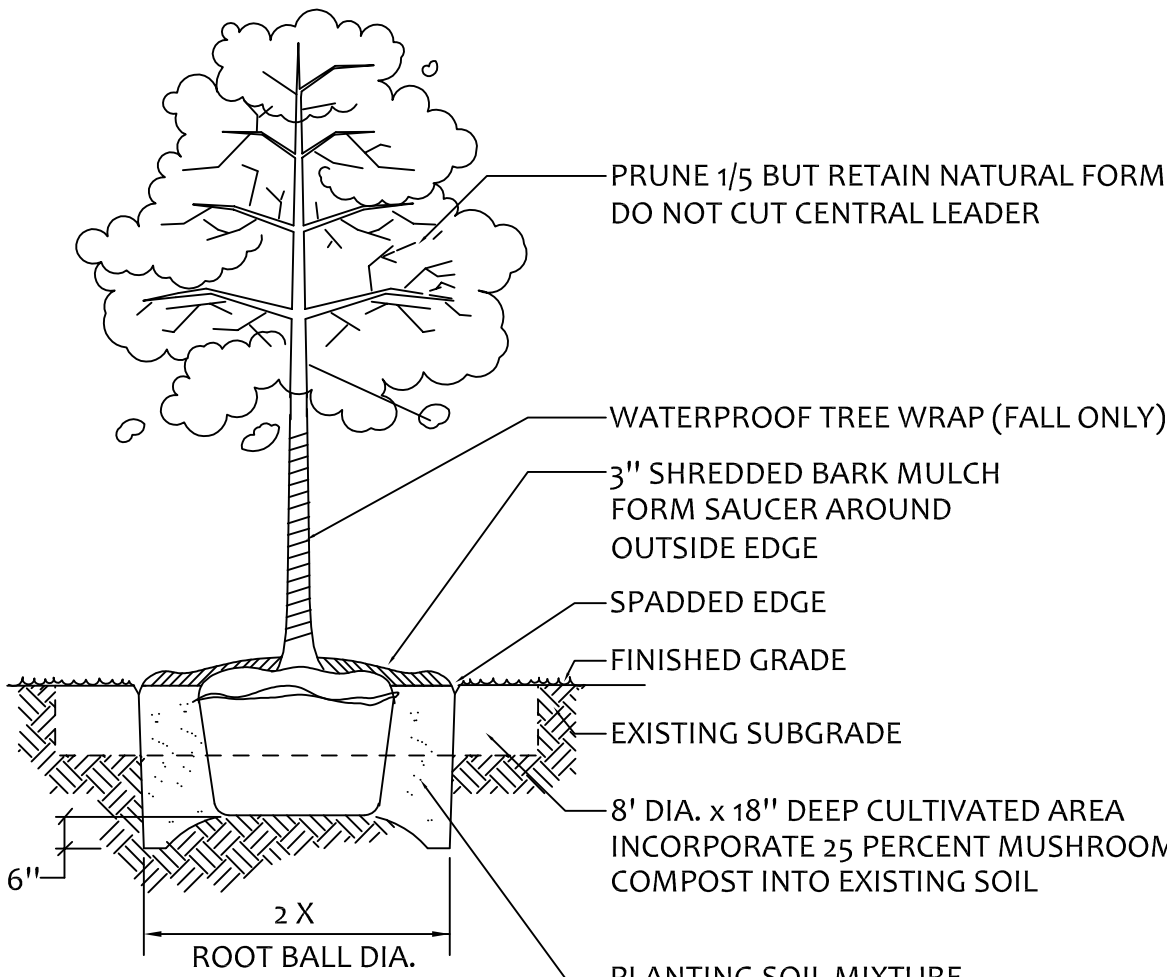
SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
SHADE TREES					
AF	7	Acer freemanii	Autumn Blaze Maple	4"	
AM	6	Acer miyabe 'Morton'	State Street Maple	4"	
CO	8	Celtis occidentalis	Common Hackberry	4"	
GB	5	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	4"	
GD	13	Gymnocladus dioicus 'Espresso'	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*

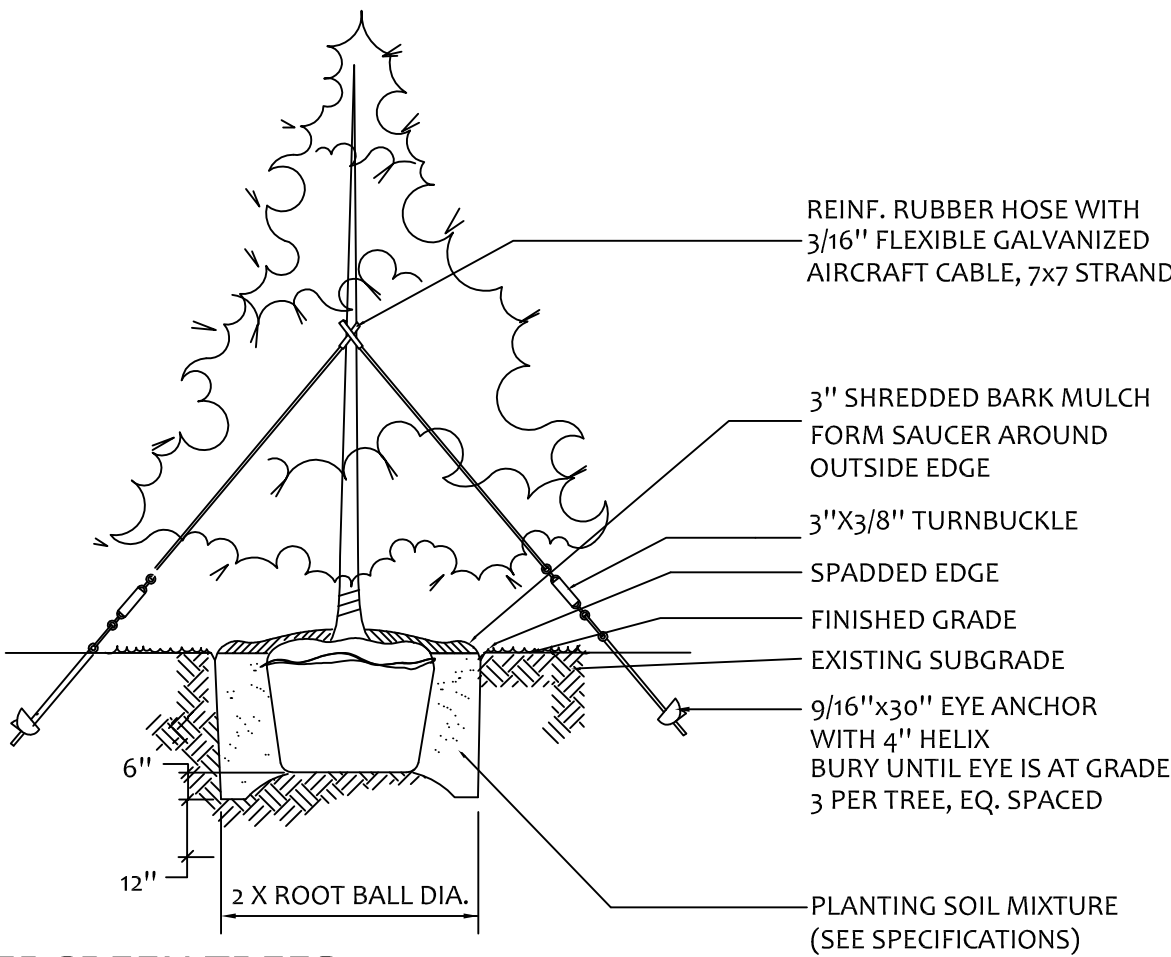
Kentucky Bluegrass Blend Sod	S.Y.
Shredded Hardwood Mulch	C.Y.
6' Solid Dog Eared Fence	L.F.

*Quantities to be determined at time of Final Plans.

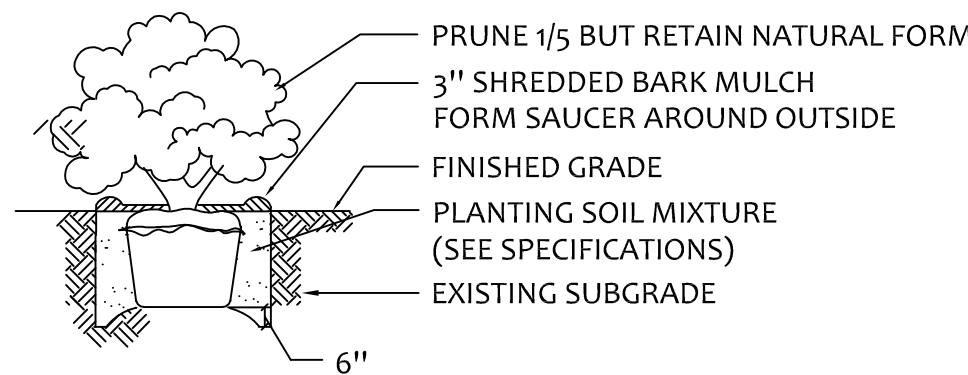
Trees listed above shall be considered as replacement for existing trees to be removed (Boundary and Topographical Survey dated June 5, 2016 prepared by Haeger Engineering).



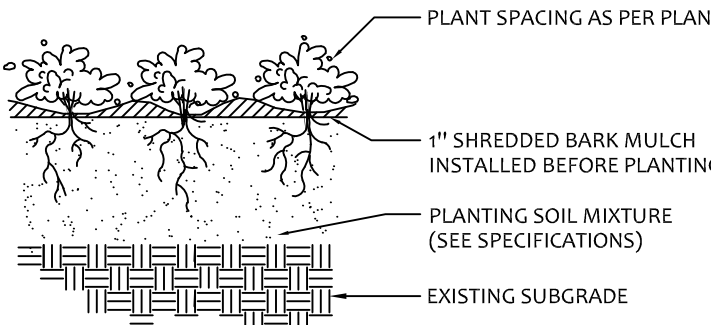
DECIDUOUS TREES
N.T.S.



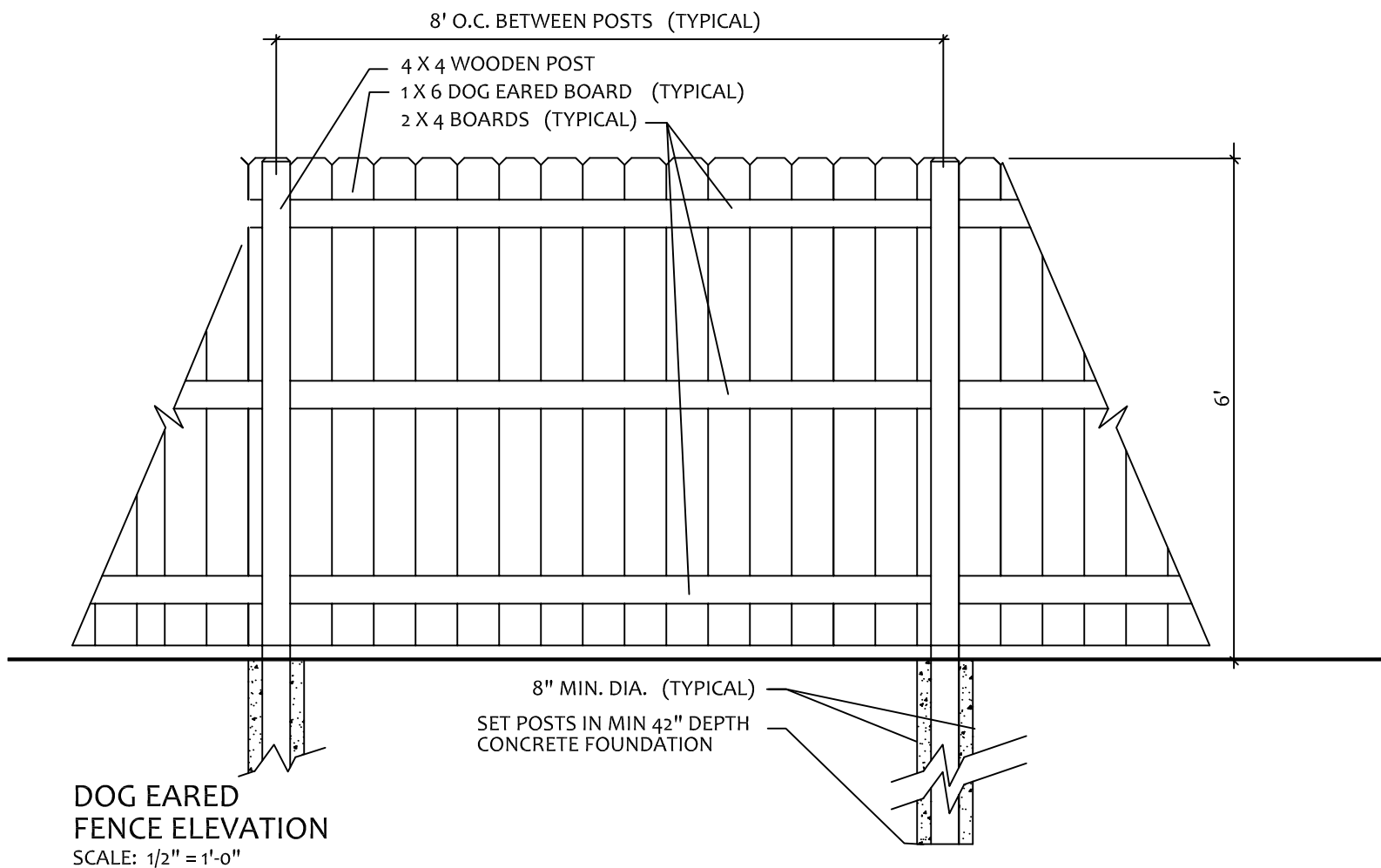
EVERGREEN TREES
N.T.S.



DECIDUOUS AND EVERGREEN SHRUBS
N.T.S.



PERENNIALS AND GROUNDCOVERS
N.T.S.



REVISIONS

Rev. 9/23/16
Rev. 10/5/16

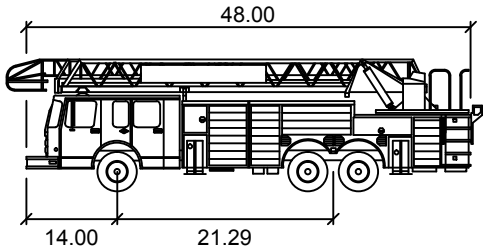
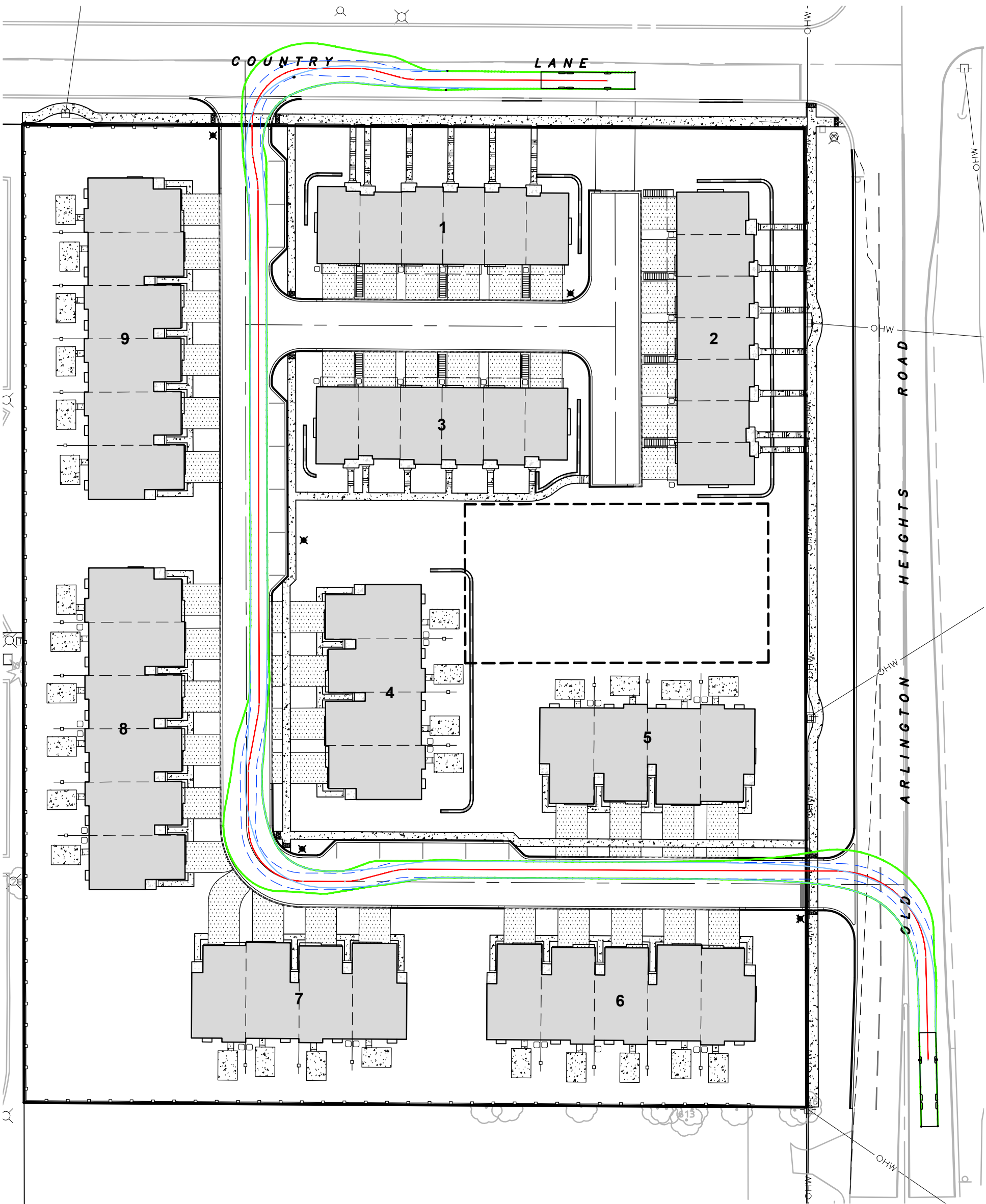
DATE August 18, 2016

PROJECT LEX1611

DRAWN KTK

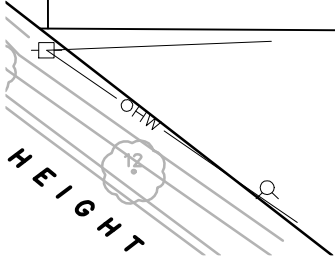
CHECKED KTK

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



Project Manager: TJB
Engineer: DJV
Date: 10/04/2016
Project No. 16-003
Sheet 1 / 2

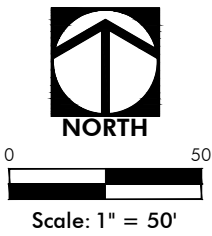
**FIRE TRUCK
TURNING EXHIBIT 1**

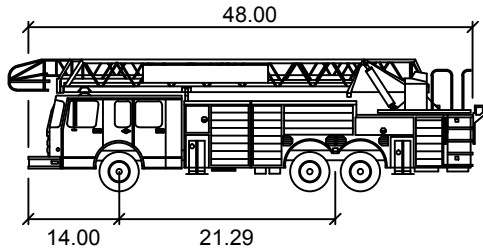
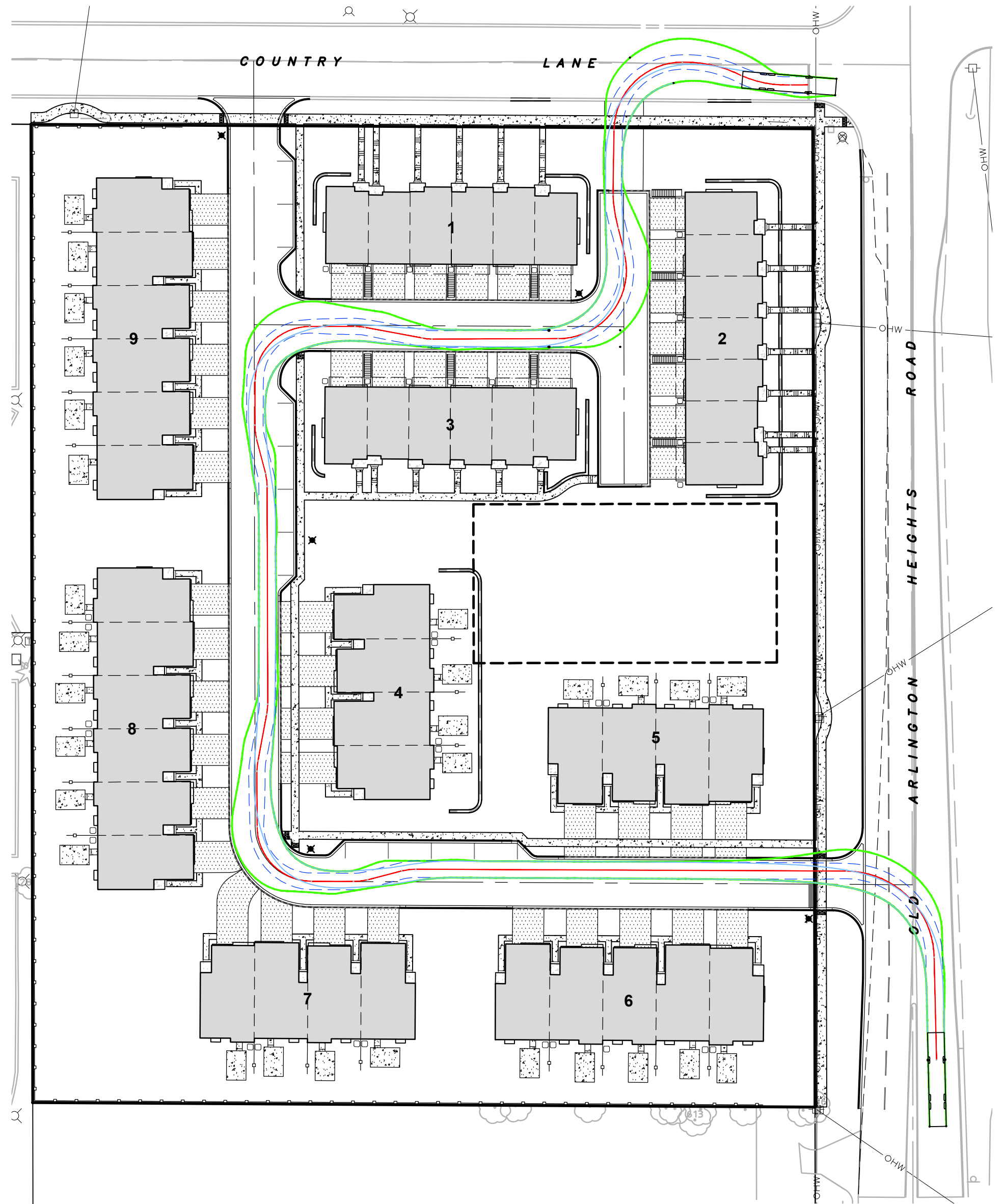
**LEXINGTON
HERITAGE**

ARLINGTON HEIGHTS, 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





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

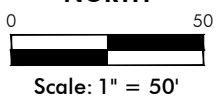
HEIGHT

FIRE TRUCK TURNING EXHIBIT 2

**LEXINGTON
HERITAGE**
ARLINGTON HEIGHTS, ILLINOIS

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Project Manager: TJB
Engineer: DJV
Date: 10/04/2016
Project No. 16-003
Sheet 2 / 2



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

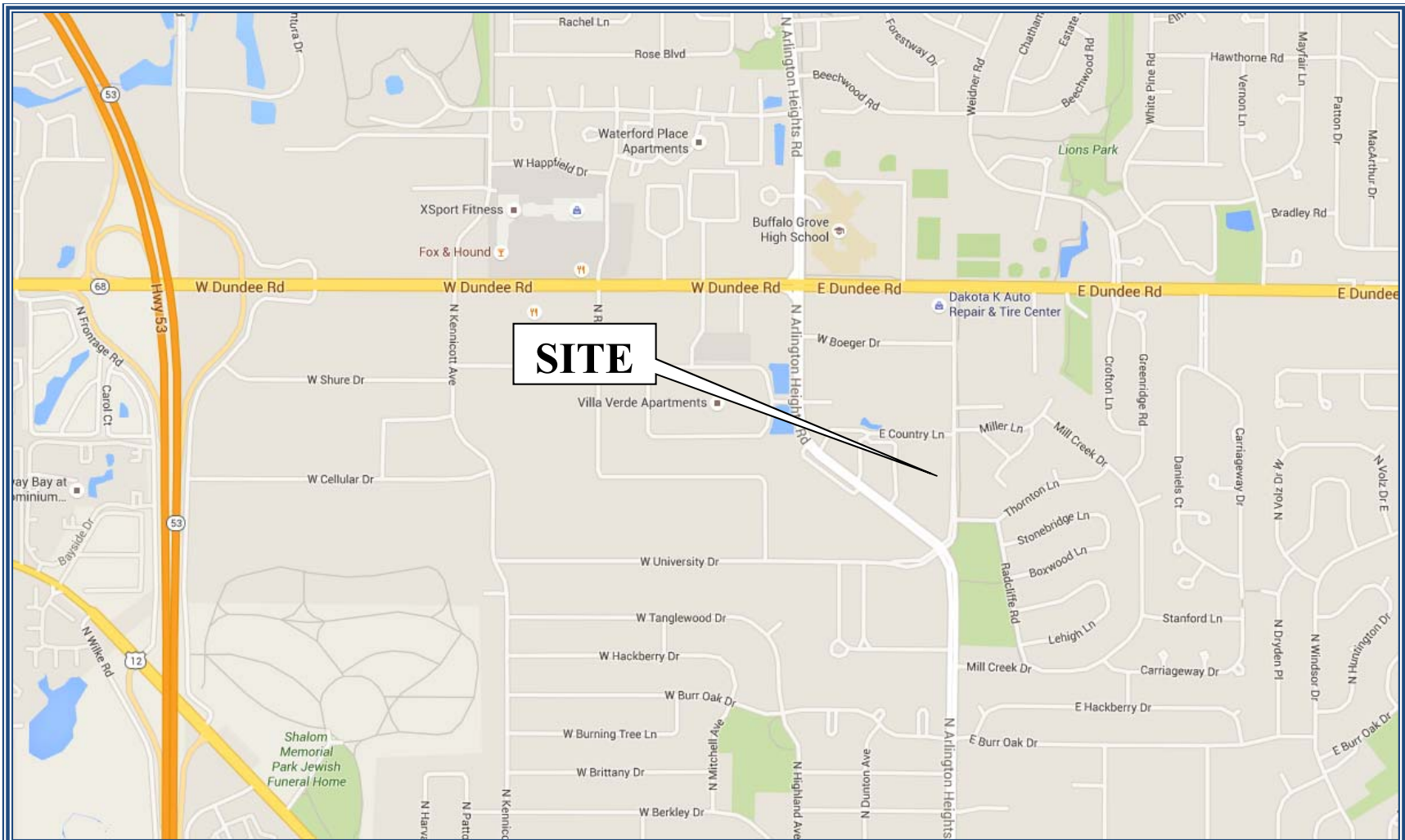
This memorandum summarizes the methodologies, results and findings of a site traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Arlington Heights, Illinois. The site, which is currently occupied by four single-family 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

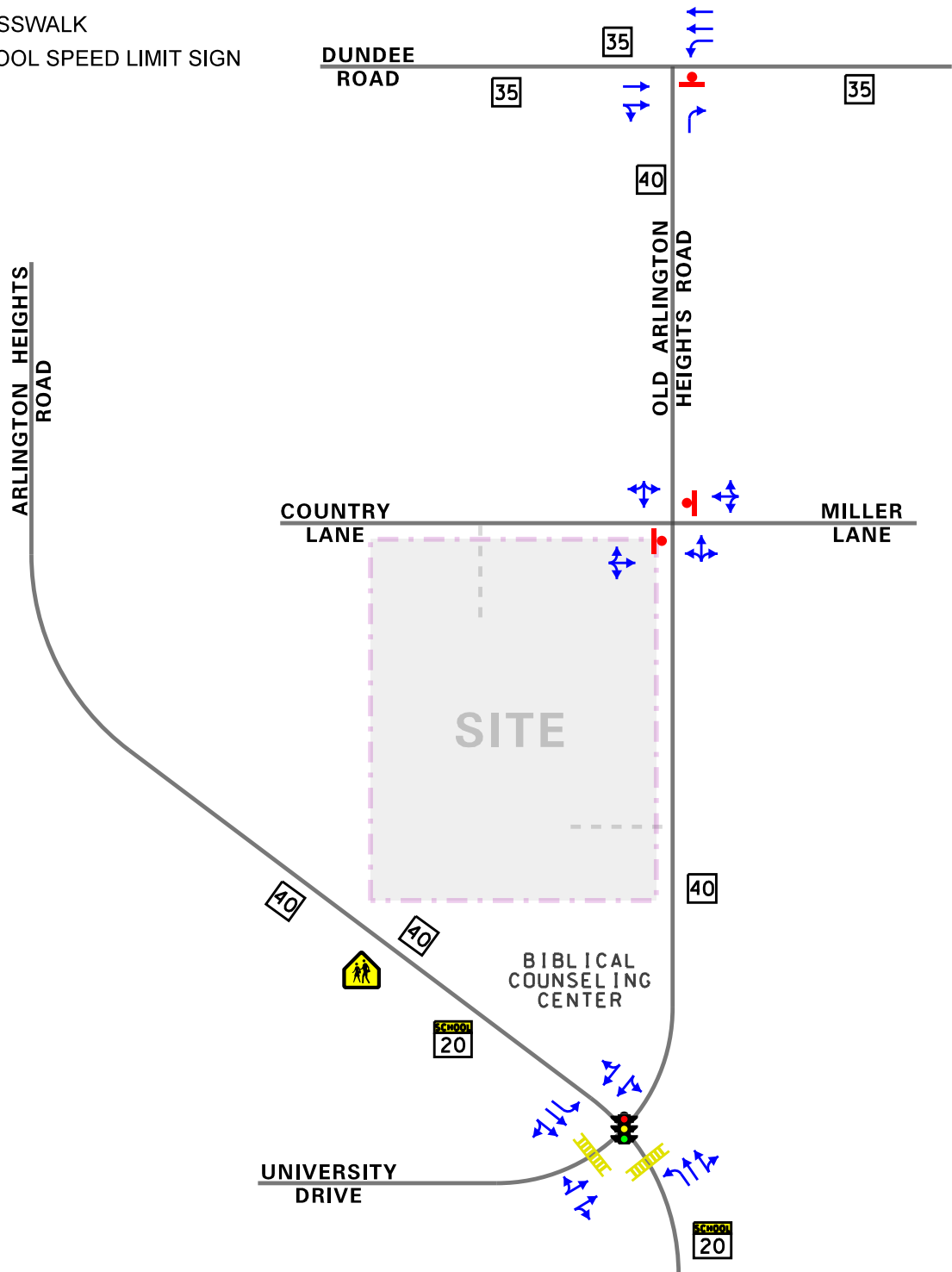
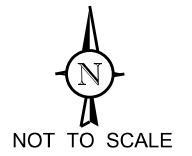
The following summarizes the existing roadway characteristics within the vicinity of the site which are illustrated in **Figure 3**.

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.

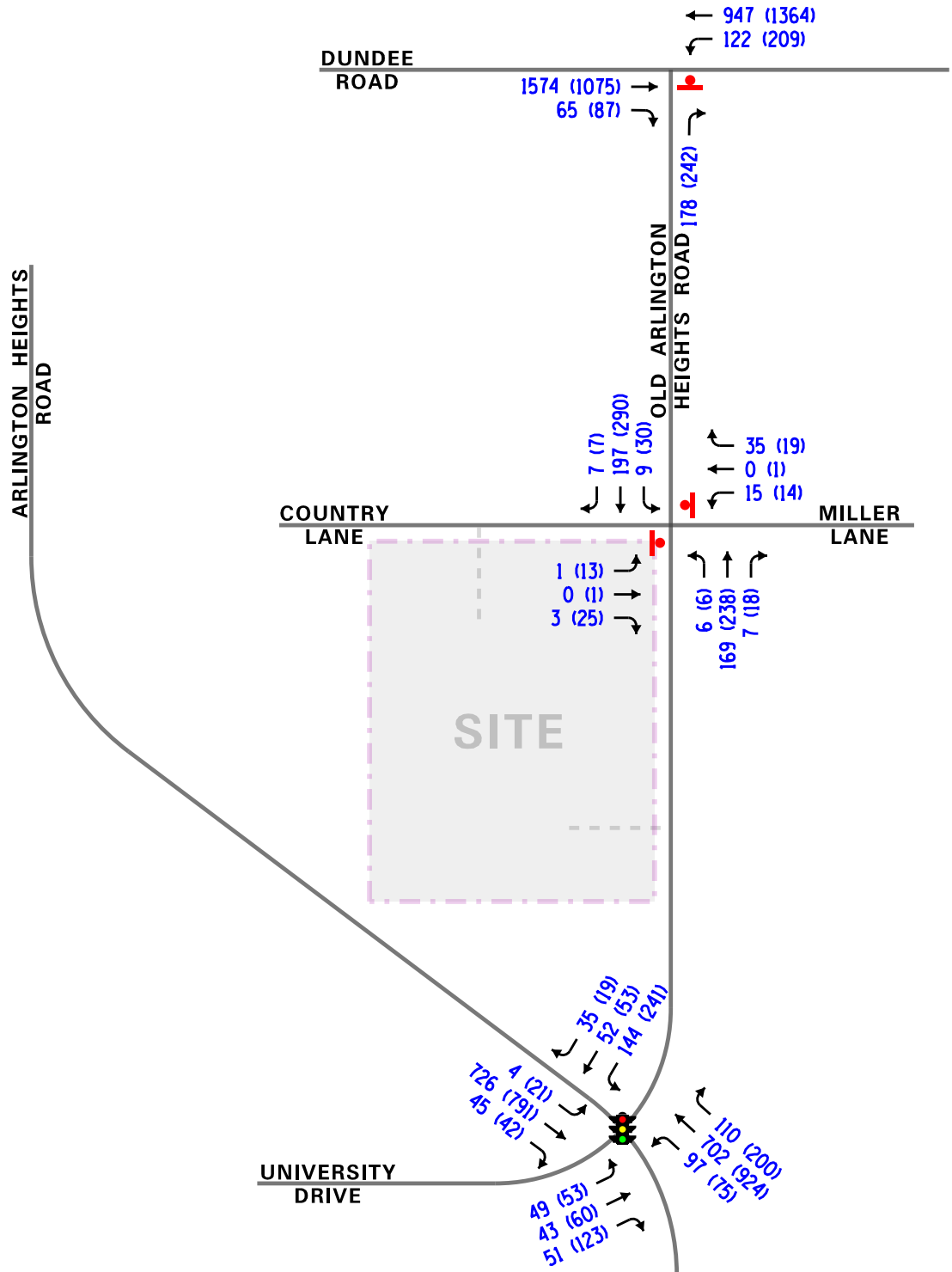
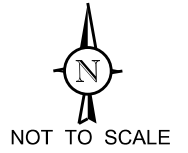
Accident Analysis

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

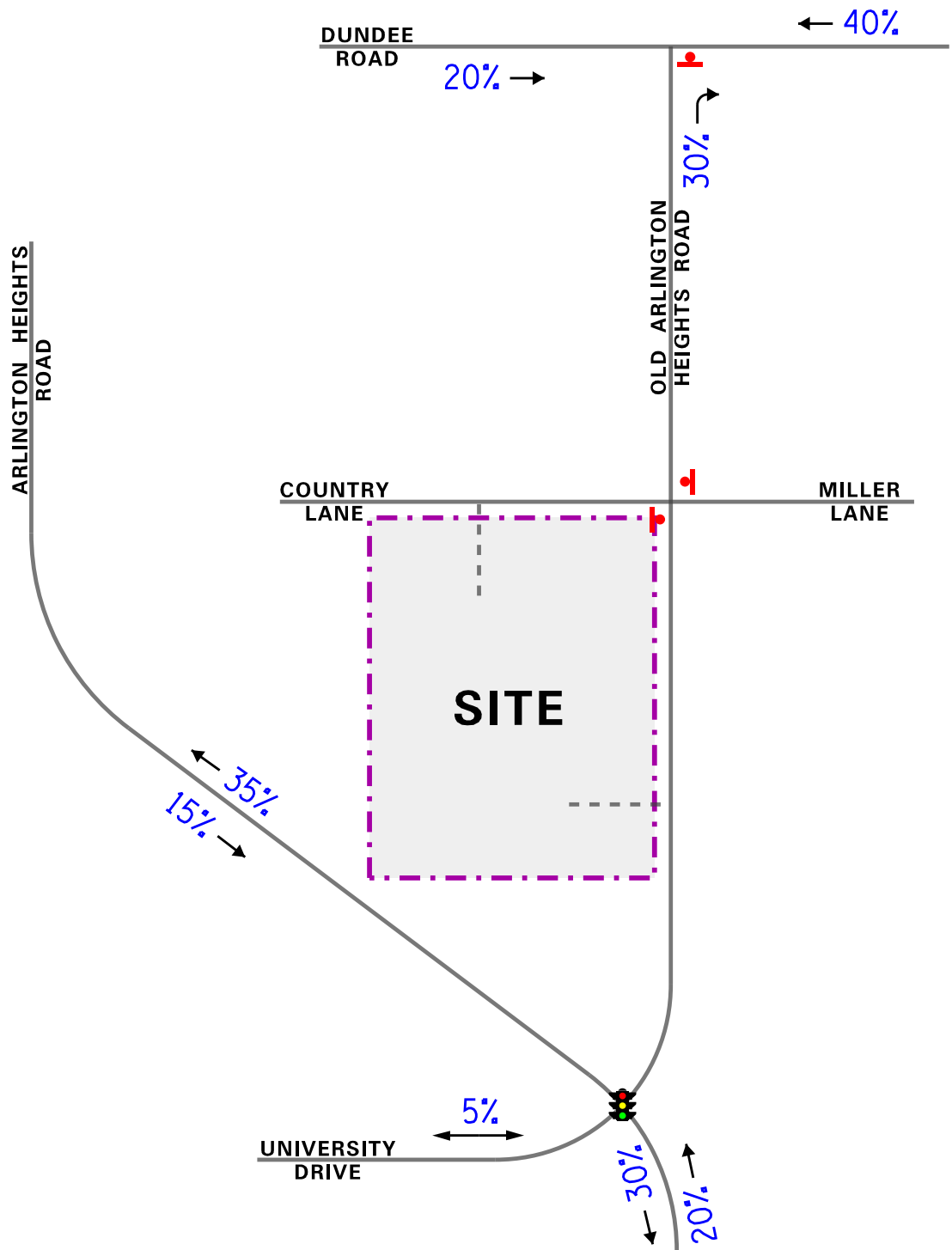
LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET



NOT TO SCALE



PROJECT:

Proposed Townhomes
Arlington Heights, Illinois

TITLE:

Estimated Directional Distribution



Job No: 16-115

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

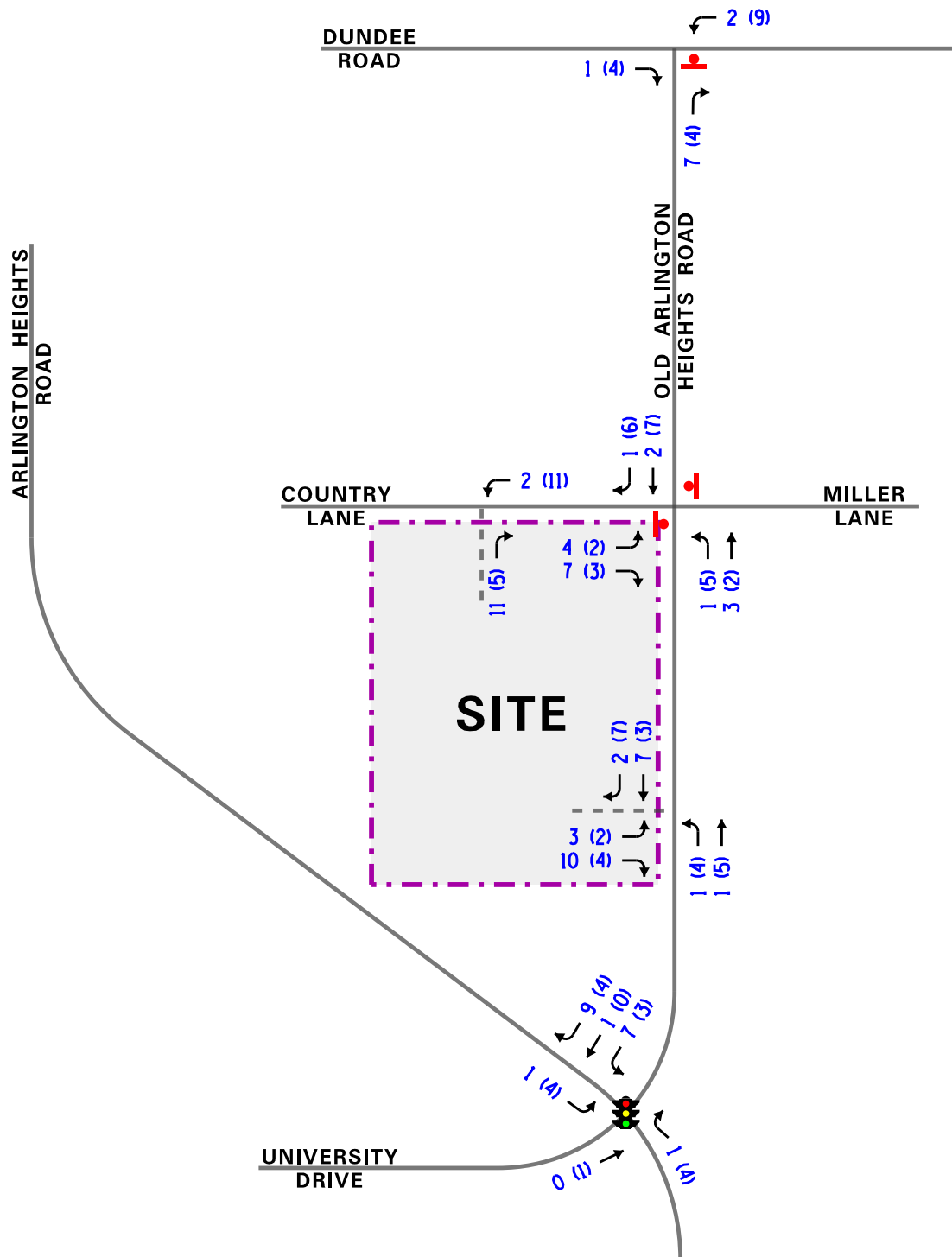
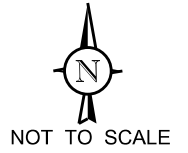
Based on the Chicago Metropolitan Agency for Planning (CMAP) Year 2040 population and employment projections, the existing traffic volumes were increased by one-half percent per year for two years (buildout year plus one) to project the Year 2018 background traffic volumes. A copy of the CMAP Year 2040 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:

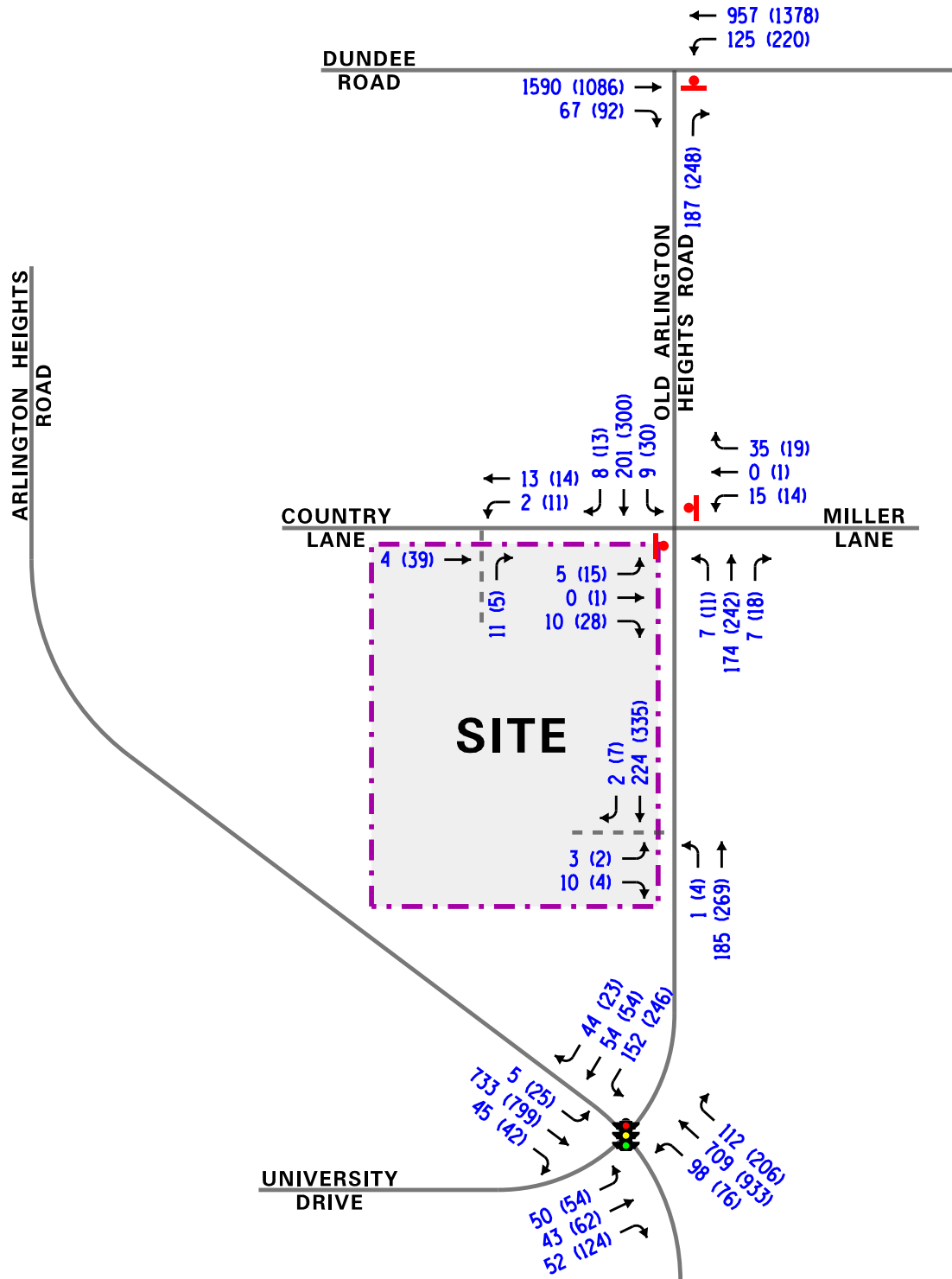
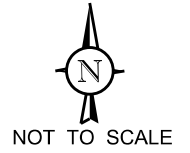
Estimated Site Traffic Assignment



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



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

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[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: 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	-	-

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
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
Approach %	0.0	25.0	0.0	75.0	-	-	0.0	30.0	0.0	70.0	-	-	0.0	3.3	92.9	3.8	-	-	0.5	4.2	92.1	3.3	-	-	-
Total %	0.0	0.2	0.0	0.7	-	0.9	0.0	3.3	0.0	7.8	-	11.1	0.0	1.3	37.6	1.6	-	40.4	0.2	2.0	43.8	1.6	-	47.6	-
PHF	0.000	0.250	0.000	0.250	-	0.333	0.000	0.625	0.000	0.673	-	0.658	0.000	0.500	0.862	0.583	-	0.892	0.250	0.563	0.864	0.583	-	0.892	0.893
Lights	0	1	0	2	-	3	0	15	0	33	-	48	0	6	167	5	-	178	1	8	195	7	-	211	440
% Lights	-	100.0	-	66.7	-	75.0	-	100.0	-	94.3	-	96.0	-	100.0	98.8	71.4	-	97.8	100.0	88.9	99.0	100.0	-	98.6	97.8
Buses	0	0	0	0	-	0	0	0	0	2	-	2	0	0	1	1	-	2	0	1	1	0	-	2	6
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	5.7	-	4.0	-	0.0	0.6	14.3	-	1.1	0.0	11.1	0.5	0.0	-	0.9	1.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	1	-	2	0	0	1	0	-	1	3
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6	14.3	-	1.1	0.0	0.0	0.5	0.0	-	0.5	0.7
Articulated Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	-	33.3	-	25.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
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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	-	-



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

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

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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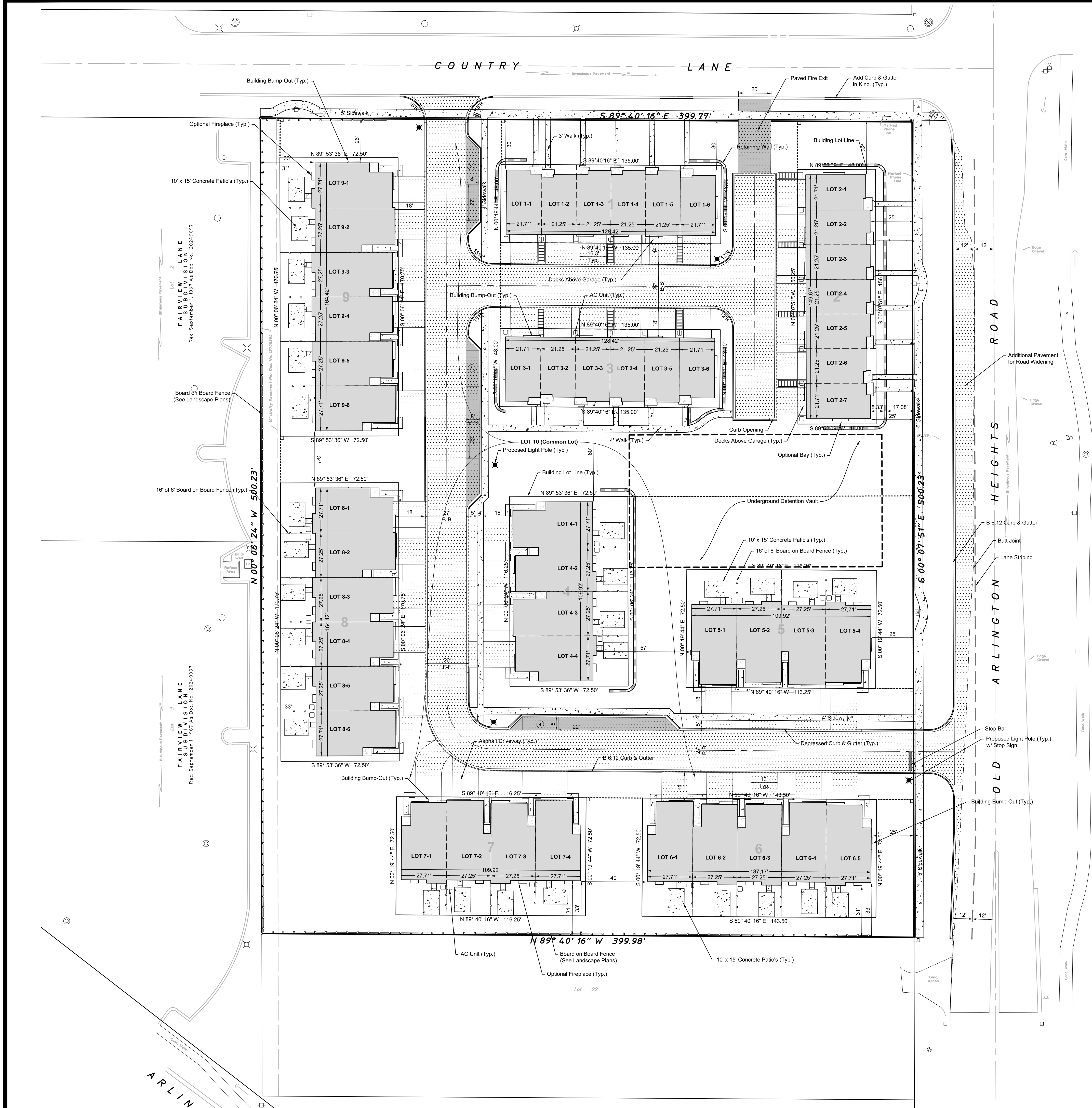
Count Name: Dundee and Old Arlington Heights
Site Code:
Start Date: 04/19/2016
Page No: 3

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

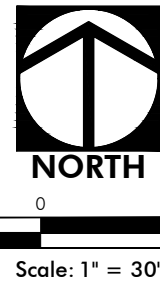
Parking	Spaces	Spaces / Unit
Guest	10	0.21:1
Driveway	96	2:1
Garage	96	2:1
TOTAL	202	4.21:1

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



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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

 p1	 p2	 p4
10 s	45 s	35 s
 p5	 p6	 p8
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

 ϕ_1	 ϕ_2	 ϕ_4
10 s	38 s	22 s
 ϕ_5	 ϕ_6	 ϕ_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

		
ø1	ø2	ø4
10 s	45 s	35 s
		
ø5	ø6	ø8
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

RECEIVED

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

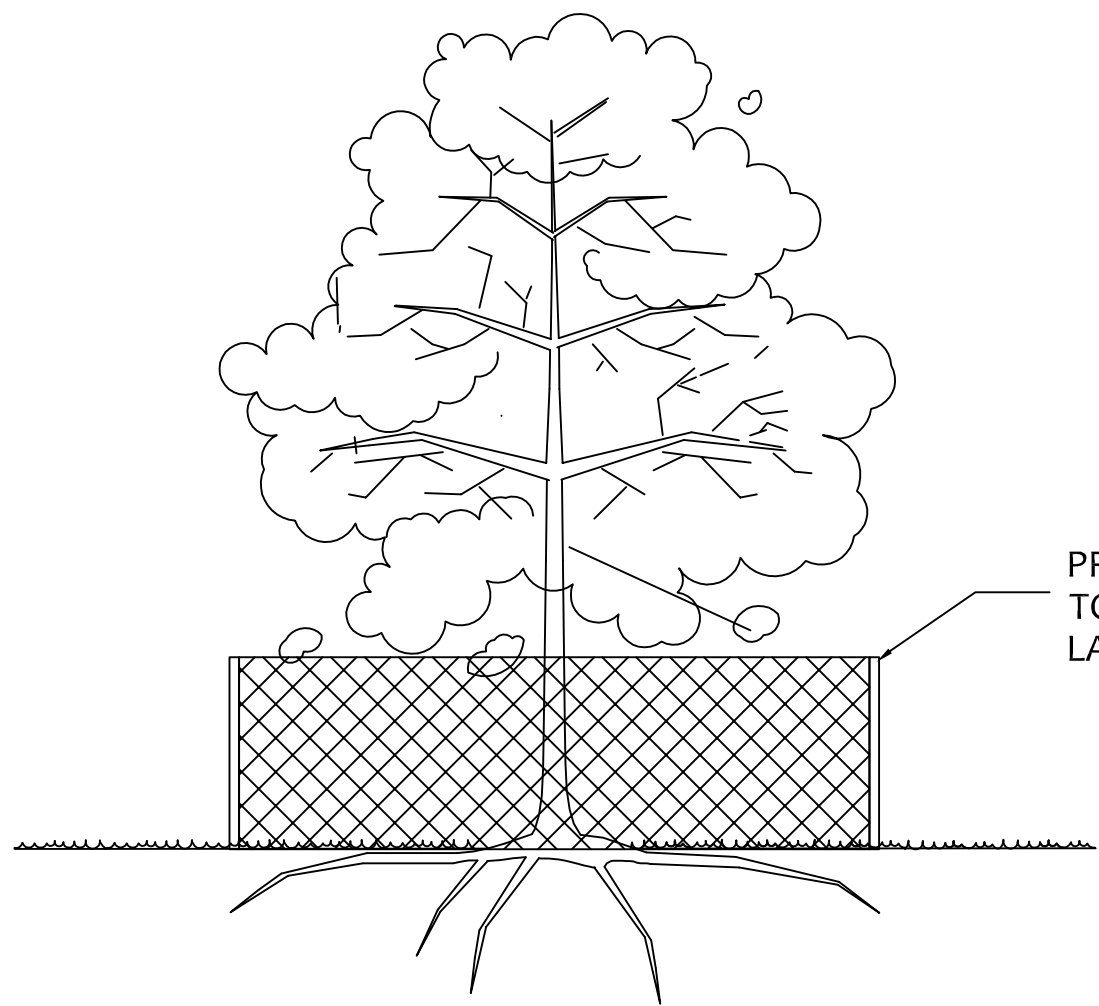
windows that add additional aesthetic value to the architecture as well as increasing the desirability of an end unit as opposed to an interior unit. Allowing a reduction in the side to side building separation will help maintain the number of units which are less than permitted under the proposed R-6 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.



TREE PROTECTION DETAIL
N.T.S.

SYMBOL KEY

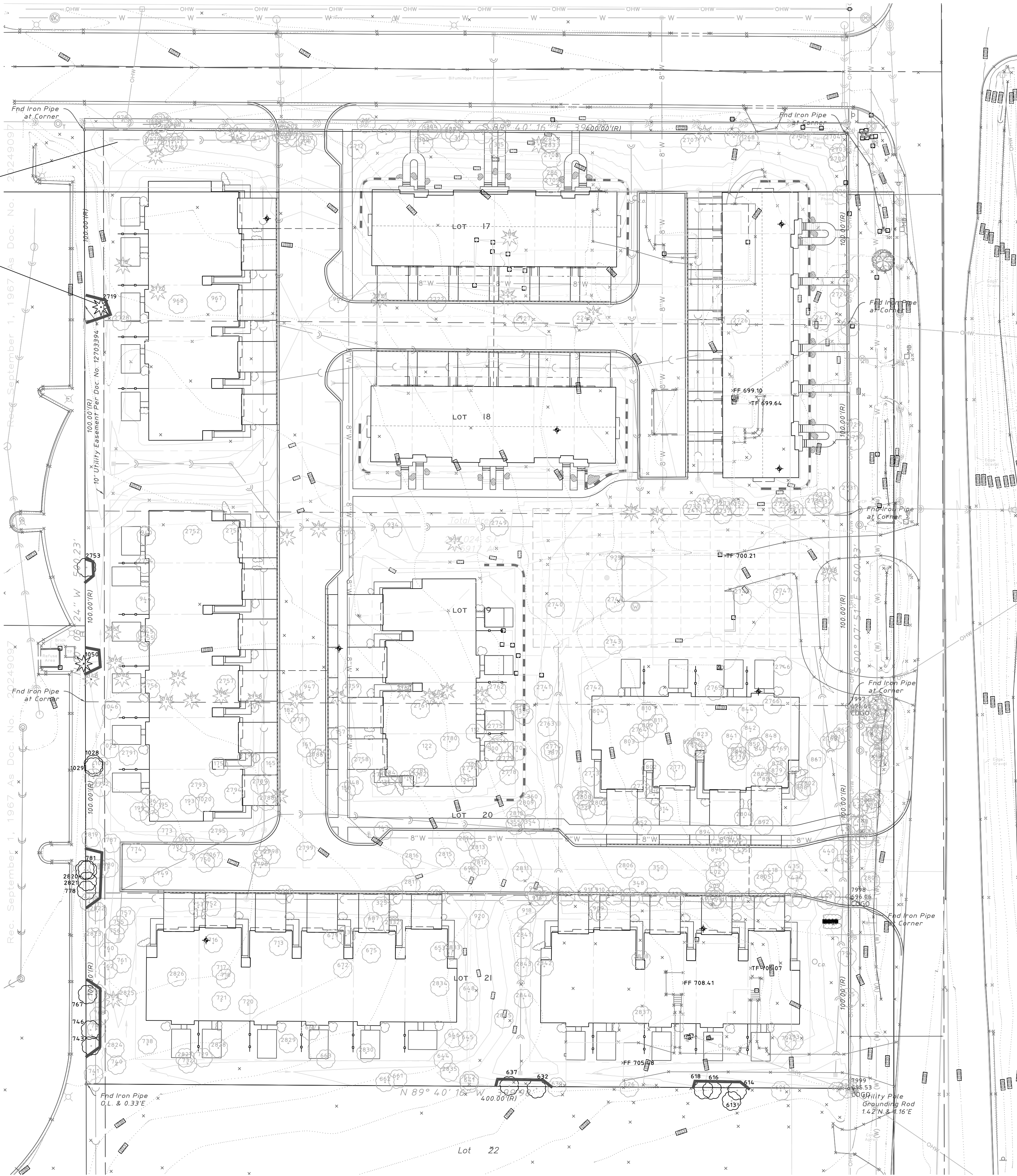
- Typical Tree to be removed
- Typical Tree to be preserved
- protective fencing
- For tree inventory, see sheet 2

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.



LEXINGTON HERITAGE
ARLINGTON HEIGHTS, IL
TREE PRESERVATION PLAN

REVISIONS

DATE	August 31, 2016
PROJECT	LEX1611
DRAWN	KTK
CHECKED	KTK

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	Downy 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	5 Severe lean	Remove
918	6	Box Elder	Acer negundo	4	5 Leaning	Remove
920	15	Box Elder	Acer negundo	5	5	Remove
925	20	Sugar Maple	Acer saccharum	4	4 scarred	Remove
933	13	Eastern Red Cedar	Juniperus virginiana	3	3	Remove
934	30	Silver Maple	Acer saccharinum	4	4	Remove
936	9	Eastern Red Cedar	Juniperus virginiana	5	5	Remove
937	6, 12	Eastern Red Cedar	Juniperus virginiana	4	3	Remove
940	33	Silver Maple	Acer saccharinum	4	4 Cocominant	Remove
944	15	Silver Maple	Acer saccharinum	5	5	Remove
945	21	Silver Maple	Acer saccharinum	5	5	Remove
947	23	Silver Maple	Acer saccharinum	4	4	Remove
948	14	Norway Spruce	Picea abies	4	4 no bottom branches	Remove
954	8	Eastern Red Cedar	Juniperus virginiana	5	5	Remove
955	7	Eastern Red Cedar	Juniperus virginiana	5	5	Remove
956	13	Norway Spruce	Picea abies	4	5 no bottom branches	Remove
957	2,6	Eastern Red Cedar	Juniperus virginiana	5	5	Remove
965	22	Siberian Elm	Ulmus pumila	4	4 one sided	Remove
967	26	Siberian Elm	Ulmus pumila	4	4	Remove
968	29	Siberian Elm	Ulmus pumila	4	4	Remove
974	5	Box Elder	Acer negundo	4	4	Remove
977	4	White Pine	Pinus strobus	5	5 no top	Remove
978	24	Box Elder	Acer negundo	5	5 heavily trimmed	Remove
980	12, 4, 9, 9, 2, 7	Box Elder	Acer negundo	3	4	Remove
983	7, 4	Box Elder	Acer negundo	4	4	Remove
985	4	Siberian Elm	Ulmus pumila	5	5	Remove
988	3	Box Elder	Acer negundo	3	3	Remove
992	3	Box Elder	Acer negundo	3	3	Remove
996	15	White Pine	Pinus strobus	3	4 no bottom	Remove
997	6	Box Elder	Acer negundo	4	4	Remove
1000	4	Siberian Elm	Ulmus pumila	4	4	Remove
1020	4	Box Elder	Acer negundo	4	5 no bottom branches	Remove
1025	8	Box Elder	Acer negundo	4	4	Remove
1028	6	Box Elder	Acer negundo	4	4	Preserve
1029	11, 15	Siberian Elm	Ulmus pumila	4	4	Preserve
1030	3, 3	Box Elder	Acer negundo	5	5 Leaning	Remove
1032	5	Box Elder	Acer negundo	5	5 Leaning	Remove
1040	5	Eastern Red Cedar	Juniperus virginiana	5	5 Nearly dead	Remove
1042	8	Eastern Red Cedar	Juniperus virginiana	5	5	Remove
1045	5	Eastern Red Cedar	Juniperus virginiana	5	5	Remove
1046	14, 15	Siberian Elm	Ulmus pumila	5	5	Remove
1048	4	Box Elder	Acer negundo	5	5	Remove
1050	5, 6	Box Elder	Acer negundo	4	4	Preserve
1061	6, 7	Eastern Red Cedar	Juniperus virginiana	5	5	Remove
1063	3, 7	Eastern Red Cedar	Juniperus virginiana	5	5	Remove
1065	3	Box Elder	Acer negundo	5	5	Remove
1067	3	Box Elder	Acer negundo	4	5 Leaning	Remove
1208	13	Box Elder	Acer negundo	5	5 leaning severely	Remove
1541	6, 6	Box Elder	Acer negundo	4	4	Remove
2701	13, 15	Siberian Elm	Ulmus pumila	4	4 trimmed OHW	Remove
2702	4	Box Elder	Acer negundo	3	4 trimmed OHW	Remove
2703	27, 6, 5	Box Elder	Acer negundo	3	4 lean	Remove
2704	5	Box Elder	Acer negundo	3	3	Remove
2705	3	Box Elder	Acer negundo	3	3	Remove
2706	9	Box Elder	Acer negundo	3	4	Remove
2707	6, 10	Box Elder	Acer negundo	4	5	Remove
2709	21	Siberian Elm	Ulmus pumila	5	5 topped	Remove
2710	8	Norway Spruce	Picea abies	3	4	Remove
2711	10	Box Elder	Acer negundo	4	4	Remove
2712	7	Siberian Elm	Ulmus pumila	4	4	Remove
2713	13	Box Elder	Acer negundo	4	4	Remove
2713	10	Box Elder	Acer negundo	4	4	Remove
2714	9	Siberian Elm	Ulmus pumila	5	5	Remove
2715	23	Box Elder	Acer negundo	4	4	Remove
2717	7, 7	Box Elder	Acer negundo	4	4	Remove
2718	10	Siberian Elm	Ulmus pumila	4	4	Remove
2719	18	Norway Spruce	Picea abies	4	4 btm branches dead	Preserve
2720	13	White Pine	Pinus strobus	4	4	Remove
2721	14	Colorado Spruce	Picea pungens	3	3	Remove
2722	3	Silver Maple	Acer saccharinum	3	3	Remove
2723	3, 3	Siberian Elm	Ulmus pumila	3	4	Remove
2724	3	Box Elder	Acer negundo	4	5 leaning severely	Remove
2725	11	Siberian Elm	Ulmus pumila	5	5 trimmed severely	Remove
2726	9, 7, 5	Box Elder	Acer negundo	4	4	Remove
2727	27	Box Elder	Acer negundo	5	5	Remove
2728	10	Box Elder	Acer negundo	4	4	Remove
2729	8	Box Elder	Acer negundo	4	5	Remove
2730	3, 4, 3	Box Elder	Acer negundo	4	4 OHW	Remove
2731	4, 6, 6, 5, 6	Silver Maple	Acer saccharinum	3	4 OHW	Remove
2732	7	Siberian Elm	Ulmus pumila	4	4	Remove
2733	5	Box Elder	Acer negundo	4	5	Remove
2734	7	Box Elder	Acer negundo	4	4	Remove
2735	11	Siberian Elm	Ulmus pumila	4	4	Remove
2736	4	Box Elder	Acer negundo	4	4	Remove
2737	4	Silver Maple	Acer saccharinum	3	5	Remove
2738	3	Box Elder	Acer negundo	3	5	Remove
2739	6	Box Elder	Acer negundo	4	5	Remove
2740	16	Sugar Maple	Acer saccharum	3	3	Remove
2741	16	Silver Maple	Acer saccharinum	4	4	Remove
2742	25	Silver Maple	Acer saccharinum	4	4 dead branches	Remove
2743	20	Silver Maple	Acer saccharinum	3	3	Remove
2744	23	Silver Maple	Acer saccharinum	5	5	Remove
2745	5, 5	Acer palmatum	Japanese Maple	4	4 partially dead	Remove
2746	27	Silver Maple	Acer saccharinum	3	3	Remove
2747	28	Silver Maple	Acer saccharinum	4	4 dead branch	Remove
2748	3, 3, 3, 2, 2, 2	Pom Pon Juniper	Juniperis variety	3	3	Remove
2749	38	Silver Maple	Acer saccharinum	4	4	Remove
2750	37	Silver Maple	Acer saccharinum	4	4	Remove
2751	32	Silver Maple	Acer saccharinum	4	4	Remove
2752	20	Silver Maple	Acer saccharinum	4	4 Cocominant	Remove
2753	5, 12	Box Elder	Acer negundo	4	4	Preserve
2754	24	Silver Maple	Acer saccharinum	4	4 Cocominant	Remove
2755	6	Box Elder	Acer negundo	4	4	Remove
2756	30	Silver Maple	Acer saccharinum	4	4	Remove
2757	30	Silver Maple	Acer saccharinum	4	4	Remove
2758	9	Eastern Red Cedar	Juniperus virginiana	5	5	Remove
2759	30	Silver Maple	Acer saccharinum	4	4	Remove
2760	11	Eastern Red Cedar	Juniperus virginiana	5	5	Remove
2761	7	Box Elder	Acer negundo	3	4	Remove