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

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
November 6, 2023
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

A. Committee of the Whole 10/10/2023
B. Village Board 10/16/2023

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 10/30/2023

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

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

IX. OLD BUSINESS

A. Report of Committee of the Whole Meeting of November 6, 2023

Interview of Joseph Novak, Psy.D., for appointment to the Board of Health, term expiring 4-30-26

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the

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

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

CONSENT APPROVAL OF BIDS

A. Dump Trucks (4) Vehicle Purchase for Public Works Department - Contract Award & Budget Amendment Ordinance

B. Patrol Vehicles (7) Purchase for Police Department - Contract Award & Budget Amendment Ordinance

C. Sewer Vac Truck Vehicle Purchase for Public Works Department

D. Lead Services Project - Engineering Services

E. Street Sweeper Equipment Purchase for Public Works Department

F. Sedans (2) Vehicles Purchase - for Police and Planning Depts.- Contract Award & Budget Amendment Ordinance

G. Somerset Courts Basin Repairs; Contract Award

H. Evergreen Maude Storm Sewer Improvements; Contract Award and Budget Amendment Ordinance

I. 2023 DCEO - MFT Beverly/Rockwell/Ridge Roadway Rehab/Reconstruction - Bid Award and Budget Amendment Ordinance

CONSENT LEGAL

A. Ordinance Correction - Inclusionary Housing

B. Weber Drive Reconstruction - Phase 2 Intergovernmental Agreement

C. Resolution - 6 N. Hickory Ave. License Agreement

D. IDOT Resolution for Improvement 2023 Street Reconstruction & Utility Improvements on Beverly Lane, Rockwell Street and Ridge Avenue Project

E. Resolution - Illinois Attorney General - Organized Retail Crime Grant Program

CONSENT PETITIONS AND COMMUNICATIONS

A. Permit Fee Waiver - Arlington Heights Memorial Library

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

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

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

A. Presentation of New Village Logo

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

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

Village Board
11/6/2023

Item: Committee of the Whole 10/10/23

Department: Village Clerk

ATTACHMENTS:

Description	**Type**
Committee of the Whole 10/10/23	Minutes

MINUTES
COMMITTEE-OF-THE-WHOLE
PRESIDENT AND BOARD OF TRUSTEES
VILLAGE OF ARLINGTON HEIGHTS
BOARD ROOM
MONDAY, OCTOBER 10, 2023 7:00P.M.

BOARD MEMBERS PRESENT: President Hayes; Trustees: Baldino, Dunnington, Grasse, LaBedz, Shirley, Schwingbeck and Tinaglia

BOARD MEMBERS ABSENT: Trustee Bertucci

STAFF MEMBERS PRESENT: Randy Recklaus, Village Manager; Tom Kuehne, Finance Director and Kim Peterson, Recording Secretary

SUBJECTS:

A. Metropolis Theater Request for Restricted Contribution Funds

Other Business

Adjournment

President Hayes called the meeting to order at 7:00 PM. The Pledge of Allegiance was recited.

President Hayes advised that the Metropolis Theatre has been through a lot during the last twenty or so years of their existence, but is happy to report that they are still very much a part of this community as they always have been. President Hayes stated that back in 2000 when the Metropolis was founded, the Village Board very much recognized that this was a community theatre, that would take community support, in a variety of different ways, including residents purchasing tickets and/or financial support from the Village and the Village Board. President Hayes advised that the Board tonight will discuss their continued support for the Metropolis Theatre.

New Business

A. Metropolis Theater Request for Restricted Contribution Funds

Steve Daday, Board President of the Metropolis Performing Arts Centre, thanked the Board for considering their request and introduced some of the Metropolis' Staff and Board members present, including Karen Williams, Tony Calzaretta, Colleen Ungurean, Neil Scheufler and Brendan Ragan.

Mr. Daday discussed the restricted reserve fund that the Village established in 2015 and has contributed approximately $56,000 each year since then. Mr. Daday explained how this account was developed to assist in any sort of emergency situation, whether it be a capital or operational issue, and with the crisis that has emerged within the performing arts community, especially since the pandemic begin in 2020, they are requesting $200,000 as a matching component to its upcoming fundraising campaign, which is needed to support its ongoing operations. The Restricted Contribution reserve currently has approximately $371,000 that has already been allocated for the Metropolis.

Brendan Ragan, Artistic Director of the Metropolis Performing Arts Centre, explained how theatre is a very expensive art form, but is extremely valuable to communities. Theatres are all non-profits and there is no theatre in America that doesn't have community support. There are two significant challenges facing theatre, which are inflation and salaries. The cost of goods has gone way up and a lot of the supplies they use, are up 20-40% higher than they were a year or two ago. With the cost of living increasing, they have no choice but to increase their salaries if they want to retain staff. These two cost increases have hit theatres really hard across the country and attendance has been very inconsistent. Fortunately, the trend lines at Metropolis are very good, as subscriptions are up and individual tickets have been selling out for recent performances, although when people have to choose where to spend their discretionary money, sometimes theatre takes a hit. Mr. Ragan discussed the many theatres across the country that have reduced their hours of operation or closed their doors entirely, and the theatres that have managed to keep their doors open, have support from their communities and have strong ties to additional funding sources.

Mr. Ragan explained how the Metropolis needs to raise some money, which is why they created the "Secure our Future" initiative, which is a three-pronged approach, as they will not only turn to the Village for support, but want their patrons to be invested in their success and their major givers to be invested as well. Mr. Ragan stated that he believes the Metropolis has a really bright future and asked Mr. Scheufler to share some of the theatre's financial data. Mr. Scheufler advised that the theatre has experienced some rough times, but believes things are looking up and was happy to report that not a single penny of property tax dollars supports Metropolis. All of the money that supports Metropolis comes from the food and beverage tax, which funds the art and entertainment fund. Mr. Scheufler advised that in a study from 2014-15, the Metropolis Theatre contributed $3 million to the economic impact of Arlington Heights. In a recent survey they conducted of theatre patrons, 88% stated that they go out for a meal before they come see a show and 72% of their patrons are from outside of Arlington Heights. In addition, Metropolis enlisted the use of a development consultant to assist them in changing their development moving forward.

Mr. Recklaus advised that this current request from Metropolis is different from what occurred in 2015, as there has been tremendous involvement by the Village since then. The Village has had regular meetings with the Metropolis staff on the state of their finances and has regularly received financial reports, as well as having input on who's on the Metropolis board. In addition, the record keeping has been

tremendous and the Village Board had the foresight to set money aside in a fund, strictly for the purpose of an economic problem or a major capital expense, that is only accessible to the theatre with the Village's permission. Mr. Recklaus explained how the theatre's current situation is not a result of choices that were made by the theatre, but a result of the challenges facing the entire industry. Mr. Recklaus stated that it is for these reasons that Staff is recommending approval of this request.

Mr. Kuehne advised that the theatre has been experiencing some attendance challenges, as well as staffing challenges recently and stated that the Village is part of the solution, but it's not just the Village, but other things that they are doing.

Mr. Daday explained how they recently received a grant for $110,000 and their launching this campaign for an additional $300,000, in addition to what they are asking the Village for. He also stated that subscriptions are at the highest level they have been in a long time and they are on the right track.

President Hayes asked Mr. Daday to explain to the Village Board how they intend on securing these additional funds. Mr. Daday advised that they hired the development consultant to identify potential donors and expect to have their recommendations within the coming weeks and move forward with those. Mr. Scheufler stated that the development consultant has access to some data that they don't, including a wealth study, where they can estimate the wealth of individuals in the area that can be potential new donors or current patrons who might be capable of larger gifts. President Hayes also asked if they could explain their strategy in identifying potential corporate sponsorships. Mr. Scheufler explained how they, with the help of the library, have created some lists of large corporations in the area who do over $10 million in business, and will contact people in those organizations, who have been identified by members of the board or other donors, to ask assistance.

Trustee Dunnington stated that she has been a subscriber for almost ten years and believes the Metropolis is a big part of our community. In addition, she believes it's important to support art and thinks the downtown area would be much less desirable without the Metropolis. Trustee Dunnington thinks it was a good idea to send out a survey to the subscribers to see what they would like to see at the Metropolis and asked about fundraising and if the three-pronged approach includes small gifts, major gifts and Village support, which Mr. Daday advised it does. She also asked if the development consultant will just be helping with fundraising, which Mr. Daday advised their assistance will be exclusive to development and will just be focusing on major gifts. Trustee Dunnington asked if they currently have a strategic plan, which Mr. Ragan stated they do not, but are working on one. Trustee Dunnington advised that the fundraising campaign will indicate if the Metropolis is a priority for the community. Mr. Daday stated that he is confident that the community supports the Metropolis and explained how they are looking at increasing at every level, but predominately looking at increasing the larger gifts. Trustee Dunnington stated that she believes a strategic plan is really important and hopes to see that in the future so that the Village is not continually being asked for money. Trustee Dunnington asked if the Metropolis ever partners with other

theatres, which Mr. Ragan advised that their theatre for young audiences programming often partners with organizations and hires them to perform at the Metropolis and have started conversing with other theatres in Chicago about partnering.

Trustee Schwingbeck asked if the Metropolis absolutely needs the money now, which Mr. Daday advised there is an immediate need to replenish their reserves and explained how the Village support will likely energize the donor base. Mr. Ragan advised that the reserves need replenishment so that they could fully produce the rest of the season. Mr. Scheufler advised how they did some cash flow projections and if they continued to tap into the reserves, they would only have about $80,000 left by December 31st, which would leave them in bad shape to do anything going into 2024 and devastating for their programming. Trustee Schwingbeck asked about hosting other events, besides the big ones, during the slower months, which Mr. Ragan advised that just because they don't have a subscription series show doesn't mean they don't have anything going on. He explained how there are a lot of shows scheduled, including tribute bands, solo theatre shows, comedians and cultural shows, which are a big part of their business. Trustee Schwingbeck asked if they are reaching out to all of their donors on a regular basis, which Mr. Scheufler advised they don't reach out to every single one, but do send thank you notes to every donor that donates and have done campaigns where they reach out to every donor asking if they would consider a larger gift. Trustee Schwingbeck asked if the ticket prices have increased, which Mr. Scheufler advised in 2018 the ticket prices briefly went up and Mr. Ragan explained how they have decreased ticket prices to match inflation, which has been tremendously successful. Trustee Schwingbeck asked if a lot of the donors are from out of town, which he was advised that they are. Trustee Schwingbeck stated that he thinks the theatre is extremely important and hopes that moving forward they are successful.

Trustee LaBedz advised that she has been a Metropolis subscriber since the beginning and appreciates the struggles the theatre has gone through over the years and the oversight that was created in 2015. Trustee LaBedz stated that she is very glad that the Metropolis is still with us, considering the hardships facing theatres across the country, and is very glad to see that they have come up with this plan to raise money. She also stated that she agrees with Trustee Dunnington in that they need to have a strategic plan. Trustee LaBedz discussed the extremely talented actors she has witnessed lately at the Metropolis and asked if they are able to get such high-level talent because of the lack of venues, which Mr. Daday advised that Mr. Ragan and the other directors have worked hard to identify talented actors and have raised wages so they can pay them accordingly. Mr. Ragan stated the more you invest in artists, the better they are typically, and they now know the level of investment that pays off in this community. Trustee LaBedz stated that she is really glad that they have raised wages to get the best they can. Trustee LaBedz thanked everyone for all of the hard work that they have done for the theatre.

Trustee Grasse asked for clarification regarding the request today, which, as she understands it, is the releasing of money that's been set aside since 2015 from the

food and beverage tax into a special fund that requires the Metropolis to come before the board to access, which Mr. Kuehne advised that is correct and the Metropolis has accessed this fund twice in the past for rather large HVAC repairs. Trustee Grasse explained how it is also her understanding that it is not the Village Board's responsibility to oversee how the theatre is run, but to appoint people to the Metropolis Board to run the theatre, which Mr. Recklaus advised that she is correct, although there is a lot of transparency in what the Metropolis Board shows the Village and what they give them. Trustee Grasse congratulated the Metropolis Board for the grant they received and is happy about their goal to put together a strategic plan. In addition, she is happy about the "Secure our Future" initiative. Trustee Grasse stated that she thinks the relationship that the Village has with the Metropolis is very special and really makes our community unique, and is very beneficial to so many here in the community and beyond. Trustee Grasse thanked the Metropolis Board and stated that she supports the request to access these reserve funds.

Trustee Tinaglia explained how he was on the Village Board in 2015 when the Metropolis experienced some very dark times and is thankful that they were able to dig out and keep rolling. Trustee Tinaglia stated that he thinks it is very important that they are taking this three-pronged approach when it comes to fundraising and explained how the Village is here to start the process. Trustee Tinaglia advised that inflation is not going away anytime soon and he likes the idea of raising the wages, however he thinks they might need to raise ticket prices at some point. Trustee Tinaglia stated that he is favor of this, because he witnessed the horrible situation the Metropolis was in eight years ago and knows they are on a great track moving forward.

Trustee Shirley congratulated the Metropolis Board as the trends he is seeing reflect their hard work and dedication, as things are moving in the right direction. Trustee Shirley stated that he completely understands the importance of this theatre to the community and fully supports this request. He advised that the fundraising campaign is a great idea and the right approach.

Trustee Baldino thanked the Metropolis Board for their presentation and stated that he supports their request for funds.

A. Metropolis Theater Request for Restricted Contribution Funds

Trustee Baldino moved, seconded by Trustee Grasse, that the Committee-of-the-Whole recommend to the Village Board of Trustees that the Board authorize the release of the requested reserve funds to the Metropolis Theatre at an upcoming Village Board meeting.

Upon a voice vote, the motion passed unanimously.

Keith Moens, Arlington Heights resident, stated that he doesn't think it's prudent management of the community's tax dollars for the Village Board to continue

allocating even more funds to the Metropolis Theatre without first exacting some accountability through a management change. Millions of tax dollars have been poured into the theatre since it was acquired and the financial situation has only deteriorated since then. Mr. Moens explained how the annual subsidy is pushing $300,000, and they are now looking for another $200,000. Mr. Moen stated that the tax revenue being used to subsidize the Metropolis could be used somewhere else and the Village Board has an obligation to fix this negative financial trend. He advised the motion should include the resignation of the entire board or at least the President and three of the Board members before anymore subsidies are approved. If that's not going to happen then the Metropolis should close down.

President Hayes acknowledged his strong support for the Metropolis Board and for the Metropolis Performing Arts Centre and appreciates all that they have done for this community over the years. President Hayes advised that their action tonight demonstrates their continued commitment to this great resource of our community with the current leadership.

Other Business

None.

Adjournment

Trustee Baldino moved, seconded by Trustee Schwingbeck, to adjourn the meeting at 8:29 p.m. Upon a voice vote, the motion passed unanimously.

Village Board
11/6/2023

Item: Village Board 10/16/2023

Department: Village Clerk

ATTACHMENTS:

Description	**Type**
Village Board 10/16/2023	Minutes

MINUTES
President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
October 16, 2023
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

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

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

IV. APPROVAL OF MINUTES

A. Committee of the Whole 10/02/2023 Approved

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

Absent: Dunnington, Shirley, Tinaglia

B. Village Board 10/02/2023 Approved

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

Absent: Dunnington, Shirley, Tinaglia

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 10/15/2023 Approved

Trustee James Bertucci moved to approve in the amount of $3,812,428.79.
Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Grasse, Hayes, LaBedz, Schwingbeck

Absent: Dunnington, Shirley, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

A. Presentation of the 2023 Disability Employment Award to Gerry's Cafe by the Commission for Citizens with Disabilities

President Hayes announced the Village's 2023 Disability Employment Award winner. Gerry's Café received 27 nominations, the most of any organization in the history of the Award. Cheryl Letwat, Chair of the Citizens with Disabilities Commission, spoke of the value those employed provide to their organizations. Natalie Griffin and Amy Philpott accepted the award and described their motive to provide a place for those who struggled to find work. They have hired 45 adults with disabilities to work in the Café.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Martin Bauer addressed the Village Board's discussion regarding Paragon Mechanical on October 2nd. He said he saw a lot of common sense on the issue and at the end, only one item stood in the way, a flower bed at the south east corner. That particular piece is not really necessary. There are traffic signs, light poles and other infrastructure on the spot. The lack of landscaping is not really the issue. Mr. Bauer said the property is not truly a gateway property as you can't really see it until you are past it. The property across the street is unincorporated Cook County, not the proposed new development, so there will not really be any asymmetry. He said in the context of an ordinance, he is not sure it is worth it to compel a resident and business owner to spend this additional money. The piece is truly separate from the Village and is closer to Elk Grove Village.

Julianna Cucci presented a letter to the Board which summarized their trials in trying to renovate their property at 415 N. Haddow. It was their dream to remodel a home, with modern updates in their neighborhood. A contractor left them with a home that is not complete. The home was gutted, and left

with the roof undone and without proper tarping. This has resulted in a legal battle with the contractor. It is draining them financially, emotionally and physically. They have had related issues to permits and inspections and it has been an agonizing journey. They have communicated with the Building Department and have taken legal action against the contractor. They have paid for revisions to the plans, have explored grants and other options, and have considered selling the property they hoped to return to.

Ms. Cucci continued saying they are in a horrible situation. The current appearance of the home may not reflect to their wishes. They want to move back to this home. Recently, they were given notice about pending litigation and hundreds of thousands of dollars in fines. They paid a private investigator, and have served the contractor with a certified demand letter. The Village Attorney offered to try and help them settle the issue out of court. She asked the Village to please work with them outside of the court system.

Chris Salituro spoke in support of the Sporciches. Their children have grown up together. The Salituros love the neighborhood and their neighbors, the Sporciches. He enumerated their good works in the community, reiterating that Mr. Sporcich is a good neighbor. The family wants to invest in the neighborhood. This situation is not their fault. He asked the board to represent the neighbors with kindness and empathy. They are at risk of losing their life savings.

Sophia Salituro said she has lived here for 20 years and is a local business owner. These people have been victimized. The complaining neighbors have made this an issue larger than it needs to be. Most of the neighbors have been okay and would like to support the Sporciches.

President Hayes said the Board has been briefed on the situation and the staff is actively working on the situation. He assured them that the Board will read their letter.

IX. OLD BUSINESS

A. Report of the Committee of the Whole Meeting of October 10, 2023 — Approved

Metropolis Theater Request for Restricted Contribution Funds

Mr. Recklaus said Metropolis Theater has requested monies from the restricted fund dedicated to the Theater. The Board discussed the issue at length at the Committee of the Whole meeting on October 10th. Since 2015 there has been a retooling of the Theater's finances and Board. The Village has been working very closely with them and the Theater has been operating under a plan developed jointly which has been mostly successful. Like theaters around the country, the pandemic threw them for a loop. The Theater sought grants and is undertaking a new campaign to strengthen its

financial future. The Village established a reserve fund to help Metropolis weather unforeseen capital expenses and unexpected downturns in the economy, but Metropolis cannot access this without Board approval. They are requesting to accesses $200,000. Staff is recommending approval.

President Hayes said he supported the motion to approve.

Keith Moens said the money is taxpayer money, he asked the Board to accept a big check that created so that people with high income can enjoy theater at the public's expense. He said this decision was made at the COW meeting last Tuesday to advance this money to Metropolis. Mr. Moens said this is a rubber stamp meeting. He asked any Board member to abstain for a possible ethics violation, conflict of interest, if they are a patron, or could derive any financial gain from this passage.

President Hayes said the Board heard testimony that the ticket prices have been kept reasonable, at $45 per ticket. The money comes from reserve funds, not taxpayer pockets.

Trustee Bertucci said the reserve fund's money comes from the Food and Beverage Tax, through the A&E Fund. He is a doner to Metropolis, and has been involved long before he was on the Village Board. As a past board member of Metropolis, he will always support it. He asked Mr. Passman if his being a doner, sponsor, or past board member is a conflict of interest.

Mr. Passman said he did not believe it was a conflict.

Trustee Schwingbeck said he had a lot of questions last week at the meeting, and they were answered by the Metropolis Board.

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

Absent: Dunnington, Shirley, Tinaglia

X. CONSENT AGENDA

CONSENT APPROVAL OF BIDS

A. Berkley-Hintz Infrastructure Improvement Project / Engineering - Final Balancing Change Order

Trustee Richard Baldino moved to approve. Trustee Robin LaBedz Seconded the Motion.

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

Absent: Dunnington, Shirley, Tinaglia

CONSENT LEGAL

A.	Ordinance - Code Amendment - Chapter 13 - Alcohol Liquor Dealers	Approved

Trustee Richard Baldino moved to approve 2023-66. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Grasse, Hayes, LaBedz, Schwingbeck

Absent: Dunnington, Shirley, Tinaglia

B.	Ordinance - Patton School Gym Addition - 1616 N. Patton Ave.	Approved

Trustee Richard Baldino moved to approve A2023-61/R2023-30. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Grasse, Hayes, LaBedz, Schwingbeck

Absent: Dunnington, Shirley, Tinaglia

C.	Euclid Avenue Resurfacing - Phase 1 IGA (City of Rolling Meadows)	Approved

Trustee Richard Baldino moved to approve 2023-67. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Grasse, Hayes, LaBedz, Schwingbeck

Absent: Dunnington, Shirley, Tinaglia

D.	Euclid Avenue Resurfacing - Phase 1 IGA (CCDPOTH)	Approved

Trustee Richard Baldino moved to approve A2023-62/R2023-31. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Grasse, Hayes, LaBedz, Schwingbeck

Absent: Dunnington, Shirley, Tinaglia

E. Ordinance - Budget Amendment for Restricted Contribution Funds — Approved

Trustee Richard Baldino moved to approve 2023-68. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Grasse, Hayes, LaBedz, Schwingbeck

Absent: Dunnington, Shirley, Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

CONSENT PETITIONS AND COMMUNICATIONS

A. Bond Waiver - St Edna Church — Approved

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

Absent: Dunnington, Shirley, Tinaglia

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Arlington Downs Plat Amendment - 3400 W. Stonegate Blvd. - PC#23-009
Plat of Resubdivision, Variations

XIII. LEGAL

A. Ordinance - Arlington Downs Plat Amendment - 3400 W. Stonegate Blvd. — Approved

Mike Firsel, Attorney for Arlington Downs, explained that the subdivision was originally 5-lots. Over the years, different owners have purchased these lots and some have been modified. They would like to take the private road and make it a separate lot as it is used as a common area roadway. Each property owner would be vested in a Master Association of the Subdivision which will maintain the road. They have agreed to all the staff recommendations.

Mr. Perkins said the request is for a Plat of Subdivision with two variations

on lots that do not have direct access to a public street. The conditions that were included by Staff are changes recommended to the Declaration and Covenant that cover the properties to make sure this new Plat is consistent with the Ordinance that was approved in 2012. The conditions are not changes. Staff and the Plan Commission recommended approval.

Trustee LaBedz asked how the tax burden might be affected and how will the Master Association pay for it. Mr. Firsel said there will be an agreed payment schedule for each owner to the Master Association to pay the expenses of the Association which includes maintenance, upkeep and repair of the roads. That agreement between the lot owners exists already. Now each lot owner will pay into a Master Association versus paying the owner of lot 1A. The taxes should be reduced as the road will be owned as a not-for-profit maintenance entity without a building on it. The assessment should be lowered significantly.

Trustee LaBedz asked about the right turn lane. Mr. Perkins said one of the conditions is if there are traffic needs demonstrated by a study that triggers the expansion of a turn lane of Rohlwing Road, Arlington Downs would pay for that improvement as well as the studies if needed. All of the property owners would contribute to this if it becomes necessary. A future traffic light at Euclid/Stonegate would fall under this as well.

JoEllen Charleton, Assistant Public Works Director in Rolling Meadows, said RM has been involved as the Rohwling Road right of way is in their jurisdiction. When the covenants were being amended, they read them and made comments, which have been incorporated and are acceptable. Their interests were heard and followed through upon.

Trustee Nicolle Grasse moved to approve 2023-69. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Grasse, Hayes, LaBedz, Schwingbeck

Absent: Dunnington, Shirley, Tinaglia

XIV. REPORT OF THE VILLAGE MANAGER

A. Consideration for Creation of a New Liquor Classification for Limited On-Premise Consumption

Ms. Mikula presented an opportunity for the Board to allow for limited on-premise Liquor consumption at Package Liquor establishments. A business came forward with a Cocktail Kit/Cocktail Boutique concept which would sell liquor and cocktail fixings in addition to hosting mixology classes. They plan to charge $50 per class and light food may be served. Currently the Village's Code mandates any business serving alcohol for on-premise consumption must also have a kitchen to provide food service and have at least 25 seats at tables. A Cocktail Boutique could fall under a Class B or

BB to sell packaged liquor. The business model does not qualify as restaurant.

Years back, Robert Owings of Vintages Wine Shop, asked if his business could have samplings and classes on wine and champagne. He does not want to be a restaurant but would gain other benefits from possessing an additional on-premise license allowing him to serve samplings of wines. He believes this option would make his business stronger and more profitable.

Ms. Mikula summarized recent changes to the liquor code including licenses for: Salons, Catering, Hotels (for room liquor), and Breweries. Staff is supportive of adding this kind of liquor license option. People are looking for experience based entertainment. There is also an opportunity to welcome more different kinds of businesses. She presented a list of possible requirements and guidelines for the Board to consider. Staff is looking for feedback from the Board on the option of offering on-premise consumption for Class B & BB licenses.

President Hayes said he was consulted on the options for this kind of business. The guidelines suggested by staff were amenable to him and answered some of his possible concerns.

Trustee Baldino liked the recommendations and conditions presented. He expressed concern that Class B & BB includes convenience stores and retailers. He didn't think it appropriate for traditional retailers (Walgreens, Target, Jewel, etc.) to develop this kind of offering. He would not want these kinds of operators to have this option. Trustee Baldino said there are tastings in grocery stores, with no food, they hand it out and he didn't want that to expand. Those kinds of businesses do not offer food and are not private. He said he would be interested in limiting the breadth of the classification.

Ms. Mikula said a supplemental license could be created which would restrict classes to certain hours, require a minimum of one hour per class, and require them to be in a semi private space. She added the Village could also mandate the class offer limited food and limit the number of drinks to three.

Mr. Passman said as an alternative to a supplemental license, the Village could create a new classification. It could be written in a way that is clearly targeted to this Boutique kind of operation. The license could be crafted to fit this business.

Trustee Schwingbeck asked if the food must be in the space, or is it just available by order? Ms. Mikula said the Board could decide. Neither of these owners want to be in the restaurant business. If the Board wanted to add something further, staff would like these recommendations. Trustee Schwingbeck asked if Vintages or a tasting business be included in this kind of license.

Mr. Owings explained that State law allows him to provide 1 oz of 3 wines which is enough to give people an idea if they like a wine. He is looking to accommodate a group who want to celebrate an occasion with a champagne tasting of multiple varieties. These are planned events requiring him to schedule staff. He imagines an event might be to offer three nice champagnes with descriptions and stories. Today, all he can offer is three ounces, and that is not really an event. He recommends a baseline of one hour for an event. This is an activity people might do to start the evening, and they typically occur before 6 p.m. His tastings end by 5 p.m. He's a package store, not a bar. The Code limits tastings to 8 p.m. Those limits work for him, they may not work for other establishments.

Ms. Mikula said the intent is for a class to be at a minimum, one hour.

Trustee Bertucci said he liked the idea conceptually. From a procedural standpoint, would this fall under the Arlington Economic Alliance's purview? It might be nice to run this through them for their perspective. Mr. Recklaus said the AEA has not typically been included when the Village has made liquor changes. There is a little bit of a timing issue with this particular business. But in general, we could do that.

Trustee Bertucci asked when do we use the AEA. Mr. Recklaus replied whenever the Board requests their input. Some of the advisory commissions like the Senior Citizens and Disability Commissions take on tasks at the request of the Board. These commissions are not the same as the Design or Plan Commissions. Trustee Bertucci said there are great ideas within the Alliance and he thinks they may be underused.

Trustee LaBedz asked if a local business like Thrown Elements, could use this new license designation. Ms. Mikula said Thrown Elements is looking at liquor sales as part of their business model. The Village doesn't have a liquor classification for experience based businesses today like art studios or craft making stores. Some of these businesses encourage BYOB. Staff could revisit this issue. Thrown Elements would not fit the definition being proposed tonight, as it is not a package store. Trustee LaBedz suggested that Thrown Elements might qualify for the same kind of license as a salon.

Trustee Grasse said she is in support of new license categories to support our businesses in creative ways. She said she was also in support of future opportunities that might come forward.

Mr. Recklaus said all of these ideas can be considered, if that is the will of the Board. The item tonight was brought forward to address a specific ask by a business and a potential new business. Existing businesses can bring their own ideas. Whenever a new concept comes forward, we research it and bring it to the Board. Staff suggests not bundling this request with other items, but if the Board wants us to research other kinds of licenses we can.

Trustee LaBedz said she is in support of this tonight and she did not want

to hold anything up but would like to have the other ideas explored.

Janine Urban said during Covid she spent a lot of time mixing cocktails. Since June, she and her partner developed a concept where customers can buy what they need to host a memorable, fun cocktail party. Their intent is to reinvigorate at-home celebrations. Their location would be 157 N. Evergreen. As part of their offerings, they would like to have classes where customers would learn to make specific cocktails. These classes would typically be 2 hours. If they create 3 drinks, it might take a longer time to go through the history and ingredients. They plan to partner with restaurants to co-market and create special events.

Ms. Mikula asked the Board if they want to require light food/appetizers. President Hayes said he would like there to be something available. Ms. Urban said with 2 cocktails, they would not anticipate serving food. For a 3-cocktail class, she imagines offering a charcuterie board or something so people are not just drinking. She would prefer to partner with other establishments for food offerings.

Mr. Owings agreed, saying he did not want to be a restaurant, but would purchase food from a neighboring business to offer with his classes.

Ms. Mikula asked the Board if they would be comfortable with a retailer like Target having this kind of license?

Mr. Passman said based on the Board's responses, allowing all of these businesses to do this seemed to be a bridge too far. He heard the Board wanting a unique license type. The Board agreed.

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Trustee Richard Baldino moved to adjourn at 9:23 p.m. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Grasse, Hayes, LaBedz, Schwingbeck

Absent: Dunnington, Shirley, Tinaglia

Village Board
11/6/2023

Item: Warrant Register 10/30/2023

Department: Village Clerk

ATTACHMENTS:

Description	Type
Warrant Register 10/30/2023	Warrant Register

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER FOR CHECK DATE: 10/30/2023

Fund	Fund Description	Total Transaction Amount
101	GENERAL FUND	$508,899.06
211	MOTOR FUEL TAX FUND	$626,725.49
215	CDBG FUND	$6,620.96
227	FOREIGN FIRE INS TAX FUND	$31,938.59
231	CRIMINAL INVESTIGATION FD	$31,609.68
235	MUNICIPAL PARKG OPR FUND	$58,785.64
266	HICKORY KENSINGTON TIF	$317,140.74
301	DEBT SERVICE FUND	$318.00
401	CAPITAL PROJECTS FUND	$231,374.70
426	STORM WATER CONTROL FUND	$18,928.00
505	WATER AND SEWER FUND	$291,711.47
515	ARTS ENTERT & EVENTS FUND	$294,431.78
605	HEALTH INSURANCE FUND	$662,009.31
611	GENERAL LIABILITY INS FND	$3,160.00
615	WORKERS COMPENSATION INS	$97,147.95
621	FLEET OPERATIONS FUND	$35,484.01
625	TECHNOLOGY FUND	$100,118.70
715	GUARANTY DEPOSITS FUND	$2,200.00
	TOTAL ALL FUNDS	**$3,318,604.08**

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0201	**INTEGRATED SERVICES ADMIN**				
					$677.43
0	101-0201-522030-	UNITED AIRLINES	TRAVEL & TRAINING	$471.45	
0	101-0201-522030-	ICMA DISTRIBUTION CENTER	TRAVEL & TRAINING	$80.00	
0	101-0201-530010-	JOURNAL & TOPICS NEWSPAPERS	SUBSCRIPTION	$5.99	
0	101-0201-530050-	AMAZON.COM	OFFICE SUPPLIES	$119.99	
			DEPARTMENT 0201 TOTAL:	$677.43	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0301	**HUMAN RESOURCES ADMIN**				
					$2,753.40
0	101-0301-520050-	JOTFORM, INC	OFFICE SUPPLIES	$204.00	
0	101-0301-530010-	IICLE	OFFICE SUPPLIES	$175.00	
0	101-0301-540700-	COOPERS HAWK RESTAURANT	EMPLOYEE YEARS OF SERVICE LUNCH	$2,158.68	
0	615-0301-520500-	JIMMY JOHNS	MISCELLANEOUS SUPPLIES	$100.87	
0	615-0301-520500-	JIMMY JOHNS	MISCELLANEOUS SUPPLIES	$114.85	
			DEPARTMENT 0301 TOTAL:	$2,753.40	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0501	**FINANCE ADMIN**				
					$100.99
0	101-0501-521650-	APPLE STORE	OFFICE EQUIPMENT	$0.99	
0	101-0501-522030-	IL GFOA	TRAVEL & TRAINING	$100.00	
			DEPARTMENT 0501 TOTAL:	$100.99	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0601	**INFORMATION TECHNOLOGY ADMIN**				
					$280.90
0	401-0601-550150-	DELL MARKETING LP	OFFICE EQUIPMENT	($42.89)	
0	401-0601-550150-	DELL MARKETING LP	OFFICE EQUIPMENT	$42.89	
0	625-0601-520390-	CLOUDFLARE	OFFICE EQUIPMENT	$25.00	
0	625-0601-530050-	HARBOR FREIGHT TOOLS	HARDWARE SUPPLIES	$93.35	
0	625-0601-530050-	HOME DEPOT CREDIT SERVICES	HARDWARE SUPPLIES	$16.48	
0	625-0601-530050-	HARBOR FREIGHT TOOLS	HARDWARE SUPPLIES	$23.07	
0	625-0601-533050-	SIMPLEMDM	OFFICE EQUIPMENT	$123.00	
			DEPARTMENT 0601 TOTAL:	$280.90	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 1013	**BOARDS & COMM SENIOR CITIZENS**				
					$764.90
0	101-1013-522010-	JOURNAL & TOPICS NEWSPAPERS	MISCELLANEOUS SUPPLIES	$189.00	
0	101-1013-533050-	NOTHING BUNDT CAKES	PROGRAM SUPPLIES	$139.40	
0	101-1013-533050-	JEWEL OSCO 3422	MISCELLANEOUS SUPPLIES	$33.00	
0	101-1013-533050-	VISTAPRINT	MISCELLANEOUS SUPPLIES	$403.50	
			DEPARTMENT 1013 TOTAL:	$764.90	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 2005	**SPECIAL EVENTS METROPOLIS THTR**				
					$16,539.50
0	515-2005-550550-	SUPER BRIGHT LEDS	METROPOLIS EQUIPMENT	$338.33	
0	515-2005-550550-	ROSE BRAND	METROPOLIS EQUIPMENT	$2,577.42	
0	515-2005-550550-	ROCKLER COMPANIES INC	METROPOLIS EQUIPMENT	$606.00	
0	515-2005-550550-	ROCKLER COMPANIES INC	METROPOLIS EQUIPMENT	$3,373.00	
0	515-2005-550550-	FULL COMPASS SYSTEMS INC	METROPOLIS EQUIPMENT	$2,962.01	
0	515-2005-550550-	B&H PHOTO	METROPOLIS EQUIPMENT	$138.56	
0	515-2005-550550-	SUPER BRIGHT LEDS	METROPOLIS EQUIPMENT	$187.20	
0	515-2005-550550-	DELL MARKETING LP	METROPOLIS EQUIPMENT	$180.88	
0	515-2005-550550-	FULL COMPASS SYSTEMS INC	METROPOLIS EQUIPMENT	$1,544.42	
0	515-2005-550550-	BMI SUPPLY	METROPOLIS EQUIPMENT	$1,612.68	
0	515-2005-550550-	TECHLAND HOUSTON	METROPOLIS EQUIPMENT	$3,019.00	
			DEPARTMENT 2005 TOTAL:	$16,539.50	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 3001	**POLICE DEPT ADMIN**				
					$6,187.95
0	101-3001-521020-	APPLIED CONCEPTS INC	EQUIPMENT MAINTENANCE	$252.50	
0	101-3001-522020-	SAFE KIDS WORLDWIDE	TRAVEL & TRAINING	$55.00	
0	101-3001-522030-	IL ASSOC OF CHIEFS OF POLICE	TRAVEL & TRAINING	$150.00	
0	101-3001-522030-	IL TACTICAL OFFICERS ASSOC	TRAVEL & TRAINING	$815.00	
0	101-3001-522030-	TRAFFIC SAFETY WAREHOUSE	POLICE EQUIPMENT & SUPPLY	$544.50	
0	101-3001-522030-	ROSEN PLAZA HOTEL	TRAVEL & TRAINING	$518.13	
0	101-3001-522030-	CLEAR	TRAVEL & TRAINING	$299.00	
0	101-3001-522030-	IL TACTICAL OFFICERS ASSOC	TRAVEL & TRAINING	$405.00	
0	101-3001-522030-	LEGAL&LIABILITY RISK MGMT INSTITUTE	TRAVEL & TRAINING	$150.00	
0	101-3001-522030-	INVESTIGATIVE CONCEP	TRAVEL & TRAINING	$306.80	
0	101-3001-522030-	INVESTIGATIVE CONCEP	TRAVEL & TRAINING	$306.80	
0	101-3001-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$68.97	
0	101-3001-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$105.18	
0	101-3001-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$24.74	
0	101-3001-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$53.18	
0	101-3001-530050-	AMAZON COM CAPITAL SERVICES	OFFICE EQUIPMENT	$168.29	
0	101-3001-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$56.96	
0	101-3001-530050-	AMAZON COM CAPITAL SERVICES	EQUIPMENT MAINTENANCE	$34.99	
0	101-3001-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$8.09	
0	101-3001-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$127.20	
0	101-3001-530200-	CLIFFORD WALD	OFFICE SUPPLIES	$174.50	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
0	101-3001-533050-	ILLINOIS LABOR LAW POSTER SERVICE	OFFICE SUPPLIES	$99.50	
0	101-3001-533050-	GPM PETROLIUM LLC	TRAVEL & TRAINING	$38.01	
0	101-3001-533250-	LCEO LLC, OWN THE NIGHT	POLICE EQUIPMENT & SUPPLY	$178.00	
0	101-3001-533250-	VALLEY LITHO SUPPLY	OFFICE SUPPLY	$188.09	
0	101-3001-533250-	PANERA	MISCELLANEOUS SUPPLIES	$35.36	
0	101-3001-533250-	PANERA	MISCELLANEOUS SUPPLIES	$43.14	
0	101-3001-533250-	POLICE BIKE STORE	POLICE EQUIPMENT & SUPPLY	$368.94	
0	101-3001-533250-	SAMS CLUB	POLICE EQUIPMENT & SUPPLY	$342.23	
0	101-3001-533250-	AMAZON COM CAPITAL SERVICES	POLICE EQUIPMENT & SUPPLY	$269.85	
			DEPARTMENT 3001 TOTAL:	$6,187.95	

VILLAGE OF ARLINGTON HEIGHTS
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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 3501	**FIRE ADMIN**				
					$5,169.91
0	101-3501-521020-	OCCUPATIONAL HEALTH DYNAMICS	EQUIPMENT MAINTENANCE	$860.00	
0	101-3501-521020-	HONEYWELL INTERNATIONAL, INC.	EQUIPMENT MAINTENANCE	$1,050.00	
0	101-3501-521110-	SANITAIRE	OFFICE EQUIPMENT	$301.50	
0	101-3501-522020-	IL DEPT OF PUBLIC HEALTH	DUES	$41.00	
0	101-3501-522020-	NOTARY PUBLIC ASSOC OF ILLINOIS	DUES	$96.95	
0	101-3501-522030-	IL FIRE CHIEFS ASSOC	TRAVEL & TRAINING	$160.00	
0	101-3501-522030-	BEHRENS LANDSCAPING	SHIPPING	$65.00	
0	101-3501-522030-	HMP GLOBAL	TRAVEL & TRAINING	$710.00	
0	101-3501-531650-	IDENTIFIRE SAFETY	FIRE EQUIPMENT & SUPPLY	$25.00	
0	101-3501-531850-	SPARTAN MOUNTS	FIRE EQUIPMENT & SUPPLY	$190.90	
0	101-3501-533450-	POSITIVE PROMOTIONS	PUBLIC EDUCATION/CRR SUPPLIES	$542.67	
0	101-3501-533450-	DISCOUNT MUGS	PUBLIC EDUCATION/CRR SUPPLIES	$545.50	
0	101-3501-533450-	QUALITY LOGO PRODUCTS	PUBLIC EDUCATION/CRR SUPPLIES	$161.04	
0	101-3501-533450-	NATL FIRE PROTECTION ASSOC	FIRE SAFETY INFORMATIONAL BROCHURES	$420.35	
			DEPARTMENT 3501 TOTAL:	$5,169.91	

VILLAGE OF ARLINGTON HEIGHTS
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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 3701	**FOREIGN FIRE INSURANCE ADMIN**				
					$599.00
0	227-3701-550150-	CIRCLE C COUNTRY SUPPLY	FIRE EQUIPMENT & SUPPLY	$599.00	
			DEPARTMENT 3701 TOTAL:	$599.00	

VILLAGE OF ARLINGTON HEIGHTS
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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 4001	**PLANNING PLANNING**				
					$2,476.64
0	101-4001-521650-	APPLE STORE	OFFICE EQUIPMENT	$2.99	
0	101-4001-522250-	SOUTHERN COMPUTER WAREHOUSE	OFFICE EQUIPMENT	$1,916.66	
0	101-4001-530050-	AMAZON.COM	OFFICE SUPPLIES	$6.99	
0	101-4001-540400-	INTERNATIONAL COUNCIL OF SHOPPING CTRS	BUSINESS DEVELOPMENT	$550.00	
			DEPARTMENT 4001 TOTAL:	$2,476.64	

VILLAGE OF ARLINGTON HEIGHTS
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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 4501	**BUILDING ADMIN**				
					$65.97
0	101-4501-522020-	INTL CODE COUNCIL INC	CREDIT	($204.00)	
0	101-4501-522030-	IL ASSOC OF CODE ENFORCEMENT (IACE)	TRAVEL & TRAINING	$50.00	
0	101-4501-522030-	ROSATI'S	MEETING SUPPLIES	$71.48	
0	101-4501-530050-	AMAZON.COM	MISCELLANEOUS SUPPLIES	$23.00	
0	101-4501-530050-	AMAZON.COM	MISCELLANEOUS SUPPLIES	$25.99	
0	101-4501-530050-	SAVILLE FLOWERS & GIFTS	MISCELLANEOUS SUPPLIES	$99.50	
			DEPARTMENT 4501 TOTAL:	$65.97	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7001	**HEALTH ADMIN**				
					$2,008.16
0	101-7001-521650-	J2 CLOUD SERVICES LLC	OFFICE EQUIPMENT	$32.58	
0	101-7001-522030-	GREAT PLAINS ADA CENTER	TRAVEL & TRAINING	$115.00	
0	101-7001-530050-	ORIENTAL TRADING CO INC	MISCELLANEOUS SUPPLIES	$275.31	
0	101-7001-530050-	AMAZON.COM	MISCELLANEOUS SUPPLIES	$100.53	
0	101-7001-530050-	AMAZON.COM	OFFICE SUPPLIES	$60.68	
0	101-7001-530050-	AMAZON.COM	OFFICE SUPPLIES	$53.98	
0	101-7001-530050-	AMAZON.COM	OFFICE SUPPLIES	$58.64	
0	101-7001-533100-	AMAZON.COM	NURSING SUPPLIES	$119.40	
0	101-7001-533100-	AMAZON.COM	NURSING SUPPLIES	$194.99	
0	101-7001-533100-	AMAZON.COM	NURSING SUPPLIES	$56.99	
0	101-7001-540530-	JEWEL OSCO 3422	MISCELLANEOUS SUPPLIES	$635.70	
0	101-7001-540530-	MARIANO'S	MISCELLANEOUS SUPPLIES	$304.36	
			DEPARTMENT 7001 TOTAL:	$2,008.16	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7007	**HEALTH SENIOR SERVICES**				
					$2,195.12
0	101-7007-521650-	VOLGISTICS INC	OFFICE EQUIPMENT	$61.00	
0	101-7007-522020-	NATIONAL NOTARY ASSOCIATION	DUES	$258.50	
0	101-7007-531650-	PANERA	PROGRAM SUPPLIES	$132.95	
0	101-7007-531650-	PARTY CITY	PROGRAM SUPPLIES	$74.84	
0	101-7007-531650-	PANERA	PROGRAM SUPPLIES	$213.30	
0	101-7007-531650-	MEIJER'S	PROGRAM SUPPLIES	$89.13	
0	101-7007-531650-	AMAZON.COM	MISCELLANEOUS SUPPLIES	$107.14	
0	101-7007-531650-	AMAZON.COM	PROGRAM SUPPLIES	$174.84	
0	101-7007-531650-	AMAZON.COM	MISCELLANEOUS SUPPLIES	$88.10	
0	101-7007-531650-	AMAZON.COM	PROGRAM SUPPLIES	$49.98	
0	101-7007-531650-	AMAZON.COM	PROGRAM SUPPLIES	$21.98	
0	101-7007-531650-	TEACHER PAY TEACHERS	PROGRAM SUPPLIES	$6.75	
0	101-7007-531650-	CW PRODUCTS	PROGRAM SUPPLIES	$430.40	
0	101-7007-531650-	PANERA	CREDIT FOR SALES TAX	($10.96)	
0	101-7007-531650-	MEIJER'S	PROGRAM SUPPLIES	$94.92	
0	101-7007-531650-	GORDON FOOD SERVICE	PROGRAM SUPPLIES	$152.95	
0	101-7007-531650-	AMAZON.COM	PROGRAM SUPPLIES	$25.49	
0	101-7007-531650-	TORTORICE'S PIZZERIA	PROGRAM SUPPLIES	$113.45	
0	101-7007-531650-	WALMART	PROGRAM SUPPLIES	$110.36	
			DEPARTMENT 7007 TOTAL:	$2,195.12	

VILLAGE OF ARLINGTON HEIGHTS
WARRANT REGISTER
CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7101	**PUBLIC WORKS ADMIN**				
					$1,942.11
0	101-7101-522020-	IL DEPT OF FINANCIAL & PROFESSIONAL REGULATION	DUES	$61.35	
0	101-7101-522020-	IL DEPT OF FINANCIAL & PROFESSIONAL REGULATION	DUES	$61.35	
0	101-7101-522020-	AMERICAN SOCIETY OF CIVIL ENGINEERS	DUES	$291.00	
0	101-7101-522020-	AMERICAN SOCIETY OF CIVIL ENGINEERS	DUES	$291.00	
0	101-7101-522030-	MUNICIPAL FLEET MANAGERS ASSOC	TRAVEL & TRAINING	$36.50	
0	101-7101-522030-	APWA ILLINOIS PUBLIC SERVICE	TRAVEL & TRAINING	$185.00	
0	101-7101-522030-	AMAZON.COM	TRAVEL & TRAINING	$37.01	
0	101-7101-522030-	APWA SUBURBAN BRANCH	TRAVEL & TRAINING	$120.00	
0	101-7101-522030-	ILLINOIS PUBLIC SERVICE INSTITUTE	TRAVEL & TRAINING	$798.00	
0	101-7101-531650-	SAMS CLUB	EVENT SUPPLIES	$60.90	
			DEPARTMENT 7101 TOTAL:	$1,942.11	

VILLAGE OF ARLINGTON HEIGHTS
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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7201	**WATER AND SEWER ADMIN**				
					$1,044.89
0	505-7201-521650-	APPLE STORE	OFFICE EQUIPMENT	$0.99	
0	505-7201-522030-	APWA ILLINOIS PUBLIC SERVICE	TRAVEL & TRAINING	$798.00	
0	505-7201-522030-	APWA ILLINOIS PUBLIC SERVICE	TRAVEL & TRAINING	$185.00	
0	505-7201-531650-	SAMS CLUB	EVENT SUPPLIES	$60.90	
			DEPARTMENT 7201 TOTAL:	$1,044.89	

VILLAGE OF ARLINGTON HEIGHTS
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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7501	**MUNICIPAL FLEET SVCS ADMIN**				
					$2,006.29
0	621-7501-522030-	APWA ILLINOIS PUBLIC SERVICE	TRAVEL & TRAINING	$185.00	
0	621-7501-531500-	SERVICE TRUCKS INTL	VEH MAINTENANCE SUPPLY	$246.71	
0	621-7501-531500-	ETRAILER.COM	VEH MAINTENANCE SUPPLY	$279.30	
0	621-7501-531500-	IL DEPT OF TRANSPORTATION	OFFICE SUPPLIES	$102.25	
0	621-7501-531500-	ROADMASTER, INC	VEH MAINTENANCE SUPPLY	$1,193.03	
			DEPARTMENT 7501 TOTAL:	$2,006.29	
			CREDIT CARD CHARGES:	**$44,813.16**	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0000	**NON DEPARTMENTAL**				
304011	505-0000-452420-	CHRISTOPHER ROSS	WATER REFUND	$10,000.00	**$10,000.00**
304178	715-0000-220930-	ERIC MIEDEMA	BOND REFUNDS	$400.00	**$400.00**
304179	715-0000-220930-	JAMIE WILD	BOND REFUND	$200.00	**$200.00**
304180	715-0000-220930-	JOHN JOYCE	BOND REFUND	$200.00	**$200.00**
304181	715-0000-220930-	LESLIE CONKLIN	BOND REFUND	$200.00	**$200.00**
304182	715-0000-220930-	NICHOLAS D PANARESE	BOND REFUND	$200.00	**$200.00**
304183	715-0000-220930-	RENO PITTNER	BOND REFUND	$200.00	**$200.00**
304184	715-0000-220930-	S & H PAVING INC	BOND REFUND	$200.00	**$200.00**
304185	715-0000-220930-	THERESA BOLASH	BOND REFUND	$200.00	**$200.00**
304186	715-0000-220930-	THOMAS MAGNOWSKI	BOND REFUND	$200.00	**$200.00**
304187	715-0000-220930-	TOM SCHILL	BOND REFUND	$200.00	**$200.00**
304191	605-0000-471110-	SUSAN L. SULLIVAN	INSURANCE REFUND	$1,297.74	**$1,297.74**
					$100.00

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304192	101-0000-433220-	COOK COUNTY HEALTH	FALSE ALARM REFUND	$100.00	
					$361.00
802319	101-0000-210950-	RTA/CTA BENEFIT PROGRAM	EMPLOYEE RTA BENEFIT PROGRAM	$361.00	
					$311.00
802333	101-0000-210950-	RTA/CTA BENEFIT PROGRAM	EMPLOYEE RTA BENEFIT PROGRAM	$311.00	
					$221.45
902154	101-0000-210820-	SONTIQ	ID PROTECTION	$221.45	
					$3,682.72
902156	101-0000-210940-	EMPLOYEE BENEFITS CORP	HEALTH CARE/DEPENDENT CARE FSA	$565.36	
902156	101-0000-210940-	EMPLOYEE BENEFITS CORP	HEALTH CARE/DEPENDENT CARE FSA	$3,117.36	
					$9,852.93
902160	101-0000-210940-	EMPLOYEE BENEFITS CORP	HEALTH CARE/DEPENDENT CARE FSA	$4,105.00	
902160	101-0000-210940-	EMPLOYEE BENEFITS CORP	HEALTH CARE/DEPENDENT CARE FSA	$5,747.93	
					$5,829.58
902162	101-0000-211060-	VISION SERVICE PLAN	VISION INSURANCE PLAN	$1,443.80	
902162	101-0000-211060-	VISION SERVICE PLAN	VISION INSURANCE PLAN	$4,385.78	
					($31,646.97)
902163	605-0000-471230-	BLUE CROSS BLUE SHIELD OF ILLINOIS	MEDICAL/DENTAL 10/01-10/15	($31,646.97)	
			DEPARTMENT 0000 TOTAL:	$2,209.45	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0101	**BOARD OF TRUSTEES ADMIN**				
					$636.00
304054	101-0101-521650-	CAPTION FIRST INC	CAPTIONING SERVICES	$318.00	
304054	101-0101-521650-	CAPTION FIRST INC	CAPTIONING SERVICES	$318.00	
					$2,000.00
304122	101-0101-522030-	IL COMMISSION ON DIVERSITY AND	TRAVEL & TRAINING	$2,000.00	
					$4,500.00
304146	101-0101-521650-	LORELLE COMMUNICATIONS INC	PROFESSIONAL SERVICES	$4,500.00	
			DEPARTMENT 0101 TOTAL:	$7,136.00	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0201	**INTEGRATED SERVICES ADMIN**				
304036	101-0201-521650-	AT & T MOBILITY	ACCT 232106787838	$100.00	**$100.00**
304058	101-0201-530010-	CHICAGO TRIBUNE	SUBSCRIPTION	$150.24	**$150.24**
304148	101-0201-520050-	MAC STRATEGIES GROUP INC	PROFESSIONAL SERVICES	$10,000.00	**$20,000.00**
304148	101-0201-520050-	MAC STRATEGIES GROUP INC	PROFESSIONAL SERVICES	$10,000.00	
304175	101-0201-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$215.13	**$215.13**
304212	101-0201-522020-	ROTARY CLUB OF ARLINGTON HTS	DUES	$122.00	**$122.00**
			DEPARTMENT 0201 TOTAL:	$20,587.37	

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Department 0301	**HUMAN RESOURCES ADMIN**				
					$84,419.73
304126	615-0301-542810-	INTERGOVERNMENTAL RISK MGMT AGENCY	IRMA SEPTEMBER 2023 DEDUCTIBLE	$84,419.73	
					$9,415.00
304171	605-0301-520500-	NORTHWEST COMMUNITY HOSPITAL	PROFESSIONAL SERVICES	$36.00	
304171	605-0301-520500-	NORTHWEST COMMUNITY HOSPITAL	PROFESSIONAL SERVICES	$2,548.00	
304171	605-0301-520500-	NORTHWEST COMMUNITY HOSPITAL	PROFESSIONAL SERVICES	$3,364.00	
304171	605-0301-520500-	NORTHWEST COMMUNITY HOSPITAL	PROFESSIONAL SERVICES	$3,467.00	
					$80.00
304198	605-0301-520500-	PETTY CASH	PROFESSIONAL SERVICES	$80.00	
					$12,512.50
304249	615-0301-520500-	UNITED DIAGNOSTIC SERVICES LLC	PROFESSIONAL SERVICES	$12,512.50	
					$645.00
902155	605-0301-520500-	TELUS HEALTH (US) LT	EAP PRESENTATION	$645.00	
					$9,603.51
902158	605-0301-520450-	BENISTAR/HARTFORD - 6795	NOVEMBER RETIREE INSURANCE	$290.70	
902158	605-0301-542750-	BENISTAR/HARTFORD - 6795	NOVEMBER RETIREE INSURANCE	$9,312.81	
					$605.94
902161	605-0301-520440-	EMPLOYEE BENEFITS CORP	ADMIN FLEX FEES	$50.00	
902161	605-0301-520440-	EMPLOYEE BENEFITS CORP	ADMIN FLEX FEES	$555.94	
					$375,760.09
902163	605-0301-542750-	BLUE CROSS BLUE SHIELD OF ILLINOIS	MEDICAL/DENTAL 10/01-10/15	$353,819.03	
902163	605-0301-542770-	BLUE CROSS BLUE SHIELD OF ILLINOIS	MEDICAL/DENTAL 10/01-10/15	$21,941.06	
					$296,249.00
902164	605-0301-520600-	HMO ILLINOIS	NOV 2023 HMO FEES	$296,249.00	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
			DEPARTMENT 0301 TOTAL:	$789,290.77	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0401	**LEGAL DEPARTMENT ADMIN**				
304040	101-0401-520200-	BARRY E. SIMON, P.C.	PROFESSIONAL SERVICES	$850.00	**$850.00**
304062	101-0401-520200-	CLARK BAIRD SMITH LLP	PROFESSIONAL SERVICES	$7,208.75	**$7,208.75**
304094	101-0401-520150-	ERNEST R BLOMQUIST PC	LEGAL SERVICES	$4,170.00	**$4,170.00**
902159	101-0401-520100-	ELROD FRIEDMAN LLP	LEGAL SERVICES	$50,327.64	**$50,327.64**
			DEPARTMENT 0401 TOTAL:	$62,556.39	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 0501	**FINANCE ADMIN**				
					$1,416.41
304020	101-0501-533050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$7.60	
304020	101-0501-533050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$80.16	
304020	401-0501-550100-	AMAZON COM CAPITAL SERVICES	OFFICE EQUIPMENT	$1,328.65	
					$81.00
304083	101-0501-522010-	DAILY HERALD	ADVERTISING	$81.00	
					$3,160.00
304126	611-0501-542610-	INTERGOVERNMENTAL RISK MGMT AGENCY	IRMA SEPTEMBER 2023 DEDUCTIBLE	$3,160.00	
					$225.00
304128	101-0501-522020-	INTL INSTITUTE OF MUNICIPAL CLERKS	DUES	$225.00	
					$664.32
304175	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$10.99	
304175	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$17.99	
304175	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$35.98	
304175	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$41.06	
304175	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$91.45	
304175	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$109.10	
304175	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$167.92	
304175	101-0501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$189.83	
					$1,169.89
304216	505-0501-522100-	SEBIS DIRECT INC	PRINTING SERVICES	$1,169.89	
					$63.96
304258	101-0501-522150-	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$26.00	
304258	101-0501-522150-	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$37.96	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
					$3,724.62
902157	101-0501-522050-	CITIBANK	POSTAGE	$3,724.62	
			DEPARTMENT 0501 TOTAL:	$10,505.20	

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Department 0601 **INFORMATION TECHNOLOGY ADMIN**

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
					$512.51
304020	625-0601-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$11.75	
304020	625-0601-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$262.94	
304020	625-0601-550100-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	($89.99)	
304020	625-0601-550100-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	($59.99)	
304020	625-0601-550100-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$149.98	
304020	625-0601-550100-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$237.82	
					$4,668.18
304070	625-0601-521650-	COMCAST PROCESSING CENTER	ACCT 907065060	$4,668.18	
					$18,000.00
304200	625-0601-550100-	PLANTE & MORAN PLLC	PROFESSIONAL SERVICES	$18,000.00	
					$74.99
304205	625-0601-521650-	RCN	ACCT 0201444077001	$74.99	
					$74.99
304206	625-0601-521650-	RCN	ACCT 0201411183401	$74.99	
					$18,590.13
304229	625-0601-520390-	SUPERION LLC	OFFICE EQUIPMENT	$18,590.13	
					$57,917.00
304242	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC	$6,919.00	
304242	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$5,032.00	
304242	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$5,032.00	
304242	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$8,806.00	
304242	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$8,806.00	
304242	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$11,322.00	
304242	625-0601-550100-	TYLER TECHNOLOGIES INC	COMPUTERSDP & WORD PROC.	$12,000.00	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
			DEPARTMENT 0601 TOTAL:	$99,837.80	

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Department 1018	**BOARDS & COMM SPECIAL EVENTS**				
304029	515-1018-540550-	ARLINGTON RENTAL INC	AUTUMN HARVEST SUPPLIES	$2,567.30	**$2,567.30**
304085	515-1018-540550-	DEZELLAR, KAREN	REIMBURSEMENT	$132.49	**$132.49**
304114	515-1018-540550-	HELLO WEEKEND PARTNERSHIP	HARMONY FEST	$4,000.00	**$4,000.00**
304125	515-1018-540550-	IMAJE RECORDS INC	HARMONY FEST	$4,000.00	**$4,000.00**
304129	515-1018-540550-	JAMIESON, DIANE	REIMBURSEMENT	$100.17	**$100.17**
304133	515-1018-540550-	JOHN HERSEY HIGH SCHOOL	AUTUMN HARVEST	$300.00	**$300.00**
304228	515-1018-540550-	SUNSHINE FARM II	AUTUMN HARVEST	$2,000.00	**$2,000.00**
			DEPARTMENT 1018 TOTAL:	$13,099.96	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 2005	**SPECIAL EVENTS METROPOLIS THTR**				
					$133.47
304020	515-2005-550550-	AMAZON COM CAPITAL SERVICES	METROPOLIS SUPPLIES	$133.47	
					$537.00
304117	515-2005-550550-	HOME DEPOT CREDIT SERVICES	METROPOLIS EQUIPMENT	$129.00	
304117	515-2005-550550-	HOME DEPOT CREDIT SERVICES	METROPOLIS EQUIPMENT	$408.00	
					$36,325.00
304135	515-2005-550550-	JRLX, INC	METROPOLIS EQUIPMENT	$36,325.00	
					$200,000.00
304157	515-2005-540810-	METROPOLIS PERFORMING ARTS CENTRE	METROPOLIS RESTRICTED CONTRIBUTION	$200,000.00	
			DEPARTMENT 2005 TOTAL:	$236,995.47	

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Department 3001	**POLICE DEPT ADMIN**				
304014	101-3001-521650-	ACCURATE DOCUMENT DESTRUCTION	SHREDDING SERVICES	$296.14	**$296.14**
304043	101-3001-533250-	BOB BARKER COMPANY INC	POLICE EQUIPMENT & SUPPLY	$13.08	**$13.08**
304047	101-3001-521650-	BRIGHTSIDE CLINIC	CARE GRANT	$2,125.00	**$10,375.00**
304047	101-3001-521650-	BRIGHTSIDE CLINIC	CARE GRANT	$8,250.00	
304052	101-3001-522150-	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$25.63	**$25.63**
304056	401-3001-550150-	CDW GOVERNMENT INC	POLICE EQUIPMENT & SUPPLY	$2,170.93	**$2,170.93**
304074	101-3001-521650-	COMPASSION FUNERAL SERVICES INC	PROFESSIONAL SERVICES	$275.00	**$550.00**
304074	101-3001-521650-	COMPASSION FUNERAL SERVICES INC	PROFESSIONAL SERVICES	$275.00	
304082	101-3001-521650-	DACRA TECH LLC	OFFICE EQUIPMENT	$4,193.75	**$4,193.75**
304092	101-3001-522030-	EDMONDSON, SEAN	TRAVEL & TRAINING	$135.00	**$135.00**
304095	101-3001-521650-	EXPERIAN	OFFICE EQUIPMENT	$50.24	**$50.24**
304099	101-3001-533250-	FIELDS OUTDOOR ADVENTURES, LLP	POLICE EQUIPMENT & SUPPLY	$22,329.00	**$22,329.00**
					$528.30

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304104	101-3001-521650-	GOLF ROSE PET LODGE	VETERINARY SERVICES	$46.80	
304104	101-3001-521650-	GOLF ROSE PET LODGE	VETERINARY SERVICES	$58.00	
304104	101-3001-521650-	GOLF ROSE PET LODGE	VETERINARY SERVICES	$423.50	
					$645.00
304119	101-3001-521650-	IDI	OFFICE EQUIPMENT	$125.00	
304119	101-3001-521650-	IDI	OFFICE EQUIPMENT	$127.00	
304119	101-3001-521650-	IDI	OFFICE EQUIPMENT	$393.00	
					$164.00
304130	101-3001-530350-	JASPER, TIMOTHY	REIMBURSEMENT	$164.00	
					$538.00
304132	101-3001-530350-	JG UNIFORMS	CLOTHING & APPAREL	$35.00	
304132	101-3001-530350-	JG UNIFORMS	CLOTHING & APPAREL	$503.00	
					$3,716.62
304137	401-3001-550100-	K-LOG, INC	OFFICE EQUIPMENT	$3,716.62	
					$537.56
304138	101-3001-522030-	KIMBERLEY MUELLER	TRAVEL & TRAINING	$537.56	
					$2,112.08
304145	101-3001-521650-	LIVE 4 LALI INC	CARE GRANT	$512.49	
304145	101-3001-521650-	LIVE 4 LALI INC	CARE GRANT	$1,599.59	
					$1,503.50
304149	101-3001-521650-	MARQUARDT & BELMONTE, P.C.	PROFESSIONAL SERVICES	$1,503.50	
					$59.15
304152	101-3001-521650-	MCDONALD'S #1783	MISCELLANEOUS SUPPLIES	$59.15	
					$2,830.00
304167	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$100.00	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304167	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$105.00	
304167	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$125.00	
304167	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$250.00	
304167	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$325.00	
304167	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$325.00	
304167	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$400.00	
304167	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$400.00	
304167	101-3001-522030-	NORTH EAST MULTI REGIONAL TRAINING	TRAVEL & TRAINING	$800.00	
					$52,142.04
304170	101-3001-520370-	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	$52,142.04	
					$134.36
304175	101-3001-522150-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$134.36	
					$2,183.79
304196	101-3001-522030-	PECORA JR, NICHOLAS	TRAVEL & TRAINING	$2,183.79	
					$2,027.69
304199	101-3001-521650-	PETTY CASH/POLICE	MISCELLANEOUS SUPPLIES	$10.43	
304199	101-3001-522020-	PETTY CASH/POLICE	TRAVEL & TRAINING	$60.00	
304199	101-3001-522030-	PETTY CASH/POLICE	RENTAL VEHICLE	$1,767.71	
304199	101-3001-533250-	PETTY CASH/POLICE	MISCELLANEOUS SUPPLIES	$76.57	
304199	101-3001-533300-	PETTY CASH/POLICE	MISCELLANEOUS SUPPLIES	$112.98	
					$35.96
304218	101-3001-533250-	SHERWIN ACE HARDWARE	POLICE EQUIPMENT & SUPPLY	$35.96	
					$517.82

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304230	101-3001-522030-	TATMAN, CHRISTOPHER	TRAVEL & TRAINING	$517.82	
					$4,508.25
304238	101-3001-522100-	TOTAL PRINT SOLUTIONS	PRINTING SERVICES	$508.25	
304238	235-3001-522100-	TOTAL PRINT SOLUTIONS	PRINTING SERVICES	$4,000.00	
					$97.83
304243	101-3001-533250-	ULINE INC	POLICE EQUIPMENT & SUPPLY	$97.83	
			DEPARTMENT 3001 TOTAL:	$114,420.72	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 3003	**POLICE DEPT CRIMINAL INVEST**				
					$23,354.79
304038	231-3003-540110-	AVI SYSTEMS, INC	POLICE EQUIPMENT & SUPPLY	$6,494.65	
304038	231-3003-540110-	AVI SYSTEMS, INC	POLICE EQUIPMENT & SUPPLY	$6,604.00	
304038	231-3003-540110-	AVI SYSTEMS, INC	POLICE EQUIPMENT & SUPPLY	$10,256.14	
					$1,158.51
304050	231-3003-540010-	BUTLER MICHAEL	TRAVEL & TRAINING	$1,158.51	
					$4,595.00
304071	231-3003-540110-	COMMISSION ON ACCREDITATION	ANNUAL CONTRACT FEES	$4,595.00	
					$1,705.00
304080	231-3003-540020-	CRIMINAL INVESTIGATION CONTROL FUND	REIMBURSEMENT CONTROL FUND	$600.00	
304080	231-3003-540030-	CRIMINAL INVESTIGATION CONTROL FUND	REIMBURSEMENT CONTROL FUND	$105.00	
304080	231-3003-540100-	CRIMINAL INVESTIGATION CONTROL FUND	REIMBURSEMENT CONTROL FUND	$1,000.00	
					$556.38
304194	231-3003-540010-	PARTNERS & PAWS VETERINARY SERVICES	VETERINARY SERVICES	$556.38	
					$240.00
304237	231-3003-540010-	TOPS IN DOG TRAINING CORP	MISCELLANEOUS SERVICES	$240.00	
			DEPARTMENT 3003 TOTAL:	$31,609.68	

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Department 3501	**FIRE ADMIN**				
304016	401-3501-550150-	AIR ONE EQUIPMENT	FIRE EQUIPMENT & SUPPLY	$5,503.00	**$5,503.00**
304020	101-3501-521110-	AMAZON COM CAPITAL SERVICES	BUILDING MAINTENANCE SUPPLY	$150.03	**$513.56**
304020	101-3501-530050-	AMAZON COM CAPITAL SERVICES	BUILDING MAINTENANCE SUPPLY	$20.00	
304020	101-3501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$43.95	
304020	101-3501-530050-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$74.68	
304020	101-3501-533450-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$75.00	
304020	101-3501-533450-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$149.90	
304055	401-3501-550150-	CDS OFFICE TECHNOLOGIES	FIRE EQUIPMENT & SUPPLY	$284.00	**$284.00**
304087	101-3501-521020-	DUO SAFETY LADDER CORP	FIRE EQUIPMENT & SUPPLY	$134.65	**$134.65**
304089	101-3501-522030-	EAST, LESLIE	TRAVEL & TRAINING	$1,200.85	**$1,200.85**
304100	101-3501-521020-	FIRE CATT LLC	EQUIPMENT MAINTENANCE	$7,796.60	**$7,796.60**
304109	401-3501-550150-	HANSEN, ANDREW	REIMBURSEMENT	$241.43	**$241.43**
304115	101-3501-521160-	HENRY SCHEIN	MEDICAL SUPPLIES	$268.68	**$605.80**
304115	101-3501-533500-	HENRY SCHEIN	MEDICAL SUPPLIES	$337.12	
304170	101-3501-520370-	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	$17,380.68	**$18,625.48**

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304170	401-3501-550150-	NORTHWEST CENTRAL DISPATCH SYS	FIRE EQUIPMENT & SUPPLY	$1,244.80	
					$96.64
304175	101-3501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$31.59	
304175	101-3501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$65.05	
					$1,379.80
304197	101-3501-533500-	PENNCARE	FIRE EQUIPMENT & SUPPLY	$868.80	
304197	101-3501-533500-	PENNCARE	MEDICAL SUPPLIES	$49.00	
304197	101-3501-533500-	PENNCARE	MEDICAL SUPPLIES	$462.00	
					$229.50
304204	101-3501-521160-	R H MEDICAL	MEDICAL SUPPLIES	$229.50	
					$385.00
304211	101-3501-522030-	ROMEOVILLE FIRE DEPARTMENT	TRAVEL & TRAINING	$385.00	
					$1,001.00
304225	101-3501-521160-	STRYKER SALES CORP	FIRE EQUIPMENT & SUPPLY	$884.00	
304225	401-3501-550150-	STRYKER SALES CORP	FIRE EQUIPMENT & SUPPLY	$117.00	
					$1,813.60
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHIING & APPAREL	$52.95	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$29.95	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$49.95	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$54.95	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$59.95	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$76.95	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$86.95	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$88.90	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$99.90	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$99.90	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$99.90	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$109.90	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$149.85	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$153.90	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$249.75	
304236	101-3501-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$349.95	
					$1,007.66
304239	101-3501-521020-	TRACE ANALYTICS INC	FIRE EQUIPMENT & SUPPLY	$1,007.66	
					$860.00
304241	401-3501-550150-	TURNOUTRENTAL LLC	CLOTHING & APPAREL	$860.00	
					$0.08
304257	401-3501-550150-	WS DARLEY & CO	CLOTHING & APPAREL	($381.63)	
304257	401-3501-550150-	WS DARLEY & CO	CLOTHING & APPAREL	$381.71	
					$104.00
304258	101-3501-522150-	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$26.00	
304258	101-3501-522150-	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$26.00	
304258	101-3501-522150-	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$26.00	
304258	101-3501-522150-	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$26.00	
			DEPARTMENT 3501 TOTAL:	$41,782.65	

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Department 3701	**FOREIGN FIRE INSURANCE ADMIN**				
					$1,128.00
304016	227-3701-550150-	AIR ONE EQUIPMENT	FIRE EQUIPMENT & SUPPLY	$564.00	
304016	227-3701-550150-	AIR ONE EQUIPMENT	FIRE EQUIPMENT & SUPPLY	$564.00	
					$548.78
304020	227-3701-550150-	AMAZON COM CAPITAL SERVICES	FIRE EQUIPMENT & SUPPLY	$548.78	
					$2,060.13
304139	227-3701-522030-	KLEIN, JAMES	TUITION REIMBURSEMENT	$2,060.13	
					$190.61
304144	227-3701-522030-	LIMBERS, SCOTT	TUITION REIMBURSEMENT	$190.61	
					$3,748.92
304209	227-3701-550150-	ROGUE FITNESS	FIRE EQUIPMENT & SUPPLY	$3,748.92	
					$7,589.00
304217	227-3701-521650-	SHAPIRO PHOTOGRAPHY INC	PHOTOGRAPHY SERVICES	$7,589.00	
					$1,749.75
304236	227-3701-530350-	TODAY'S UNIFORMS	CLOTHING & APPAREL	$1,749.75	
					$4,983.00
304248	227-3701-530350-	UNIQUE APPAREL SOLUTIONS	CLOTHING & APPAREL	$4,983.00	
					$8,531.25
304249	227-3701-521650-	UNITED DIAGNOSTIC SERVICES LLC	PROFESSIONAL SERVICES	$8,531.25	
					$87.58
304253	227-3701-521650-	VOLZ JOHN E	REIMBURSEMENT	$87.58	
					$722.57
304257	227-3701-550150-	WS DARLEY & CO	FIRE EQUIPMENT & SUPPLY	$722.57	
			DEPARTMENT 3701 TOTAL:	$31,339.59	

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Department 4001	**PLANNING PLANNING**				
					$317,140.74
304013	266-4001-550250-	4 NORTH HICKORY LLC	CAPITAL CONSTRUCTION	$317,140.74	
					$2,496.15
304083	101-4001-522010-	DAILY HERALD	ADVERTISING	$105.30	
304083	101-4001-522010-	DAILY HERALD	ADVERTISING	$126.90	
304083	101-4001-522010-	DAILY HERALD	ADVERTISING	$191.70	
304083	101-4001-522010-	DAILY HERALD	ADVERTISING	$329.40	
304083	101-4001-522010-	DAILY HERALD	ADVERTISING	$496.80	
304083	101-4001-522010-	DAILY HERALD	ADVERTISING	$573.75	
304083	101-4001-522010-	DAILY HERALD	ADVERTISING	$672.30	
					$479.68
304097	101-4001-530050-	FASTSIGNS	PRINTING SERVICES	$25.00	
304097	515-4001-533050-	FASTSIGNS	PRINTING SERVICES	$454.68	
					$35.00
304098	101-4001-522050-	FEDERAL EXPRESS	SHIPPING	$35.00	
					$10,000.00
304120	101-4001-540410-	IHEARTMEDIA ENTERTAINMENT	ADVERTISING	$10,000.00	
					$43.16
304198	101-4001-540400-	PETTY CASH	TRAVEL & TRAINING	$43.16	
			DEPARTMENT 4001 TOTAL:	$330,194.73	

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Department 4101	**COMMUNITY DEVL BLK GRNTADMIN**				
304059	215-4101-541170-	CHILDREN'S ADVOCACY CENTER	CDBG GRANT	$1,280.56	**$1,280.56**
304083	215-4101-541020-	DAILY HERALD	ADVERTISING	$70.20	**$1,493.10**
304083	215-4101-541020-	DAILY HERALD	ADVERTISING	$162.00	
304083	215-4101-541020-	DAILY HERALD	ADVERTISING	$189.00	
304083	215-4101-541020-	DAILY HERALD	ADVERTISING	$286.20	
304083	215-4101-541020-	DAILY HERALD	ADVERTISING	$291.60	
304083	215-4101-541020-	DAILY HERALD	ADVERTISING	$494.10	
304096	215-4101-541700-	FAMILYFORWARD	CDBG GRANT	$750.00	**$750.00**
304143	215-4101-541730-	LIFE SPAN	CDBG GRANT	$875.00	**$875.00**
304169	215-4101-541680-	NORTHWEST CASA	CDBG GRANT	$875.00	**$875.00**
304172	215-4101-541790-	NORTHWEST COMPASS INC	CDBG GRANT	$547.53	**$547.53**
304207	215-4101-541040-	RESOURCES FOR COMMUNITY LIVING	CDBG GRANT	$695.25	**$695.25**
304227	215-4101-541440-	SUBURBAN PRIMARY HEALTH CARE	CDBG GRANT	$104.52	**$104.52**
			DEPARTMENT 4101 TOTAL:	$6,620.96	

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Department 4501	**BUILDING ADMIN**				
					$311.09
304161	101-4501-521650-	MINUTEMEN BOARD UP, LLC.	PROFESIONAL SERVICES	$311.09	
					$579.97
304175	101-4501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$13.02	
304175	101-4501-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$566.95	
					$60.00
304198	101-4501-522030-	PETTY CASH	TRAVEL & TRAINING	$60.00	
					$760.00
304234	101-4501-521650-	THOMPSON ELEVATOR INSPECTION	SERVICE BUILDING MAINTENANCE	$35.00	
304234	101-4501-521650-	THOMPSON ELEVATOR INSPECTION	SERVICE BUILDING MAINTENANCE	$725.00	
					$52.00
304258	101-4501-522150-	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$26.00	
304258	101-4501-522150-	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$26.00	
			DEPARTMENT 4501 TOTAL:	$1,763.06	

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Department 7001	**HEALTH ADMIN**				
					$27.50
304022	101-7001-522400-	AMERICAN TAXI DISPATCH	MISCELLANEOUS SERVICES	$27.50	
					$2,374.63
304027	101-7001-541160-	ARLINGTON HTS PARK DISTRICT	CDBG GRANT	$2,374.63	
					$350.00
304046	101-7001-520250-	BRIGHTER LIFE BEHAVIORAL SERVICES	COUNSELING SUBSIDY	$150.00	
304046	101-7001-520250-	BRIGHTER LIFE BEHAVIORAL SERVICES	COUNSELING SUBSIDY	$200.00	
					$220.00
304078	101-7001-521100-	CORELOGIC SOLUTIONS LLC	PROFESSIONAL SERVICES	$220.00	
					$775.00
304101	101-7001-521100-	FLECKS LANDSCAPING	LANDSCAPING SERVICES	$85.00	
304101	101-7001-521100-	FLECKS LANDSCAPING	LANDSCAPING SERVICES	$690.00	
					$55.00
304150	101-7001-522030-	MC CALISTER JAMES	TRAVEL & TRAINING	$55.00	
					$144.62
304175	101-7001-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$17.77	
304175	101-7001-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$126.85	
					$162.04
304198	101-7001-522030-	PETTY CASH	TRAVEL & TRAINING	$23.58	
304198	101-7001-522030-	PETTY CASH	TRAVEL & TRAINING	$30.00	
304198	101-7001-522030-	PETTY CASH	TRAVEL & TRAINING	$41.13	
304198	101-7001-522030-	PETTY CASH	TRAVEL & TRAINING	$67.33	
					$120.00
304223	101-7001-520250-	STAPLETON, STACY SHEIN	INTERPRETING SERVICES	$120.00	

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			DEPARTMENT 7001 TOTAL:	$4,228.79	

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Department 7007	**HEALTH SENIOR SERVICES**				
304042	101-7007-521650-	BLUE LOTUS BUDDHIST TEMPLE	PROGRAM INSTRUCTIONAL FEES	$180.00	**$180.00**
304052	101-7007-522150-	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$53.50	**$53.50**
304053	101-7007-531650-	CANTERBURY CAROLLERS	PROGRAM INSTRUCTIONAL FEES	$400.00	**$400.00**
304235	101-7007-531650-	THURINGER MEATS	PROGRAM SUPPLIES	$229.96	**$229.96**
			DEPARTMENT 7007 TOTAL:	$863.46	

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Department 7101	**PUBLIC WORKS ADMIN**				
					$1,537.37
304015	101-7101-521110-	AFTERMATH	SERVICE BUILDING MAINTENANCE	$1,537.37	
					$11,995.00
304018	101-7101-521110-	ALL WINDOW CLEANING SERV INC	SERVICE BUILDING MAINTENANCE	$11,995.00	
					$2,529.30
304020	101-7101-531550-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$399.94	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$25.98	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$38.99	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$189.94	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$426.96	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	OFFICE EQUIPMENT	$33.98	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	OFFICE EQUIPMENT	$53.88	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	OFFICE EQUIPMENT	$96.19	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	OFFICE EQUIPMENT	$129.99	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$6.97	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$15.93	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$24.97	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$25.98	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$164.04	
304020	101-7101-531650-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$429.96	
304020	101-7101-531850-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$115.98	
304020	401-7101-550200-	AMAZON COM CAPITAL SERVICES	OFFICE EQUIPMENT	$349.62	
					$68.42
304021	101-7101-522700-	AMERICAN MESSAGING	ACCT U1109311	$68.42	
					$96.35

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304023	101-7101-531550-	ANDERSON LOCK	BUILDING MAINTENANCE SUPPLY	$96.35	
					$18,156.12
304024	101-7101-521550-	APEX LANDSCAPING INC	LANDSCAPING SERVICES	$1,872.00	
304024	101-7101-521550-	APEX LANDSCAPING INC	LANDSCAPING SERVICES	$1,872.00	
304024	101-7101-521550-	APEX LANDSCAPING INC	LANDSCAPING SERVICES	$14,412.12	
					$285.00
304025	101-7101-521020-	AQUALAB WATER TREATMENT INC	BUILDING MAINTENANCE SUPPLY	$285.00	
					$935.47
304030	101-7101-531900-	ARROW ROAD CONSTRUCTION CO	STREET SUPPLY	$935.47	
					$866.51
304031	101-7101-522700-	AT & T	ACCT 84725535058159	$866.51	
					$1,955.40
304032	101-7101-522700-	AT & T	ACCT 84725331203952	$1,955.40	
					$777.27
304035	101-7101-522700-	AT & T	ACCT 8310010146347	$777.27	
					$70,920.00
304039	401-7101-550200-	AVI-SPL LLC	SERVICE BUILDING MAINTENACE	$70,920.00	
					$2,010.00
304045	101-7101-530350-	BRAND IT ON APPAREL CO	CLOTHING & APPAREL	$338.00	
304045	101-7101-530350-	BRAND IT ON APPAREL CO	CLOTHING & APPAREL	$1,672.00	
					$626,725.49
304048	211-7101-550400-	BUILDERS PAVING LLC	CONSTRUCTION SERVICES	$626,725.49	
					$14,870.35
304051	101-7101-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$1,319.50	
304051	101-7101-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$4,276.40	
304051	101-7101-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$4,989.48	

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304051	101-7101-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$190.01	
304051	101-7101-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$615.80	
304051	101-7101-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$718.49	
304051	101-7101-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$344.13	
304051	101-7101-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$1,115.28	
304051	101-7101-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$1,301.26	
					$57,149.94
304060	401-7101-550300-	CHRISTOPHER B BURKE LTD	PROFESSIONAL SERVICES	$8,008.49	
304060	401-7101-550300-	CHRISTOPHER B BURKE LTD	PROFESSIONAL SERVICES	$8,472.75	
304060	401-7101-550300-	CHRISTOPHER B BURKE LTD	PROFESSIONAL SERVICES	$40,668.70	
					$495.00
304063	101-7101-522030-	COLLEGE OF DUPAGE	TRAVEL & TRAINING	$495.00	
					$31.59
304064	101-7101-522700-	COMCAST CABLE	ACCT 8771100720048998	$31.59	
					$63.17
304065	101-7101-522700-	COMCAST CABLE	ACCT 8771100720901436	$63.17	
					$42.12
304066	101-7101-522700-	COMCAST CABLE	ACCT 8771100720049004	$42.12	
					$134.90
304069	101-7101-522700-	COMCAST CABLE	ACCT 8771100721360921	$134.90	
					$384.00
304075	401-7101-550600-	CONNELLY ELECTRIC	PROFESSIONAL SERVICES	$384.00	
					$58,157.85
304076	401-7101-550300-	CONSTRUCTION & GEOTECHNICAL	CONSULTING SERVICES	$625.00	
304076	401-7101-550300-	CONSTRUCTION & GEOTECHNICAL	CONSULTING SERVICES	$645.00	
304076	401-7101-550300-	CONSTRUCTION & GEOTECHNICAL	CONSULTING SERVICES	$1,697.50	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304076	401-7101-550300-	CONSTRUCTION & GEOTECHNICAL	CONSULTING SERVICES	$4,117.60	
304076	401-7101-550300-	CONSTRUCTION & GEOTECHNICAL	CONSULTING SERVICES	$7,185.50	
304076	401-7101-550300-	CONSTRUCTION & GEOTECHNICAL	CONSULTING SERVICES	$12,972.50	
304076	401-7101-550300-	CONSTRUCTION & GEOTECHNICAL	CONSULTING SERVICES	$30,914.75	
					$15,586.00
304079	515-7101-533050-	CREATIVE AUDIO	HARMONY FEST	$15,586.00	
					$16,400.00
304081	101-7101-521110-	CRYSTAL MAINTENANCE & MGMT SRVS	CUSTODIAL SERVICES	$16,400.00	
					$155.40
304084	101-7101-530010-	DAILY HERALD	SUBSCRIPTION	$155.40	
					$460.00
304091	101-7101-531650-	EDDIES RESTAURANT AND LOUNGE	EVENT SUPPLIES	$460.00	
					$18,928.00
304093	426-7101-550250-	ENGINEERING RESOURCE ASSOCIATES	PROFESSIONAL SERVICES	$18,928.00	
					$6,584.50
304101	101-7101-521550-	FLECKS LANDSCAPING	LANDSCAPING SERVICES	$1,856.50	
304101	101-7101-521550-	FLECKS LANDSCAPING	LANDSCAPING SERVICES	$4,728.00	
					$2,145.00
304102	101-7101-521020-	FOUNTAIN PROS LLC	SERVICE BLDG MAINTENANCE	$2,145.00	
					$2,575.75
304103	101-7101-521020-	FOX VALLEY FIRE & SAFETY COMPANY	SERVICE BUILDING MAINTENANCE	$50.00	
304103	101-7101-521020-	FOX VALLEY FIRE & SAFETY COMPANY	SERVICE BUILDING MAINTENANCE	$50.00	
304103	101-7101-521020-	FOX VALLEY FIRE & SAFETY COMPANY	SERVICE BUILDING MAINTENANCE	$50.00	
304103	101-7101-521020-	FOX VALLEY FIRE & SAFETY COMPANY	SERVICE BUILDING MAINTENANCE	$56.85	

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304103	101-7101-521020-	FOX VALLEY FIRE & SAFETY COMPANY	SERVICE BUILDING MAINTENANCE	$71.30	
304103	101-7101-521020-	FOX VALLEY FIRE & SAFETY COMPANY	SERVICE BUILDING MAINTENANCE	$320.40	
304103	101-7101-521020-	FOX VALLEY FIRE & SAFETY COMPANY	SERVICE BUILDING MAINTENANCE	$433.25	
304103	101-7101-521020-	FOX VALLEY FIRE & SAFETY COMPANY	SERVICE BUILDING MAINTENANCE	$1,543.95	
					$2,932.08
304105	101-7101-531550-	GRAINGER W W INC	SMALL TOOLS AND EQUIPMENT	$8.52	
304105	101-7101-531850-	GRAINGER W W INC	SMALL TOOLS AND EQUIPMENT	($281.08)	
304105	101-7101-531850-	GRAINGER W W INC	SMALL TOOLS AND EQUIPMENT	$29.50	
304105	101-7101-531850-	GRAINGER W W INC	SMALL TOOLS AND EQUIPMENT	$56.80	
304105	101-7101-531850-	GRAINGER W W INC	SMALL TOOLS AND EQUIPMENT	$81.96	
304105	101-7101-531850-	GRAINGER W W INC	SMALL TOOLS AND EQUIPMENT	$111.94	
304105	101-7101-531850-	GRAINGER W W INC	SMALL TOOLS AND EQUIPMENT	$281.08	
304105	101-7101-531850-	GRAINGER W W INC	SMALL TOOLS AND EQUIPMENT	$370.84	
304105	401-7101-550150-	GRAINGER W W INC	SMALL TOOLS AND EQUIPMENT	$2,191.48	
304105	515-7101-518050-	GRAINGER W W INC	BUILDING MAINTENANCE SUPPLY	$81.04	
					$2,046.30
304106	235-7101-550250-	GRAYBAR ELECTRIC COMPANY	ELECTRICAL SUPPLY	$2,046.30	
					$1,500.00
304107	401-7101-550300-	HAEGER ENGINEERING LLC	PROFESSIONAL SERVICES	$1,500.00	
					$26,307.00
304108	235-7101-550250-	HAMMER CONSTRUCTION, LLC	CONSTRUCTION SERVICES	$26,307.00	
					$244.26
304111	101-7101-521020-	HASTINGS AIR ENERGY CONTROL	SERVICE BUILDING MAINTENANCE	$244.26	
					$27,583.00
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$217.00	

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304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$541.00	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$924.25	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$924.25	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$1,474.50	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$1,474.50	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$1,711.25	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$1,711.25	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$2,059.00	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$2,690.00	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$2,859.50	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$2,859.50	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$4,068.50	
304112	101-7101-521020-	HAYES MECHANICAL	SERVICE BUILDING MAINTENANCE	$4,068.50	
					$1,475.00
304121	101-7101-522030-	IL ARBORIST ASSOCIATION	TRAVEL & TRAINING	$1,475.00	
					$1,732.00
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$60.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$60.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$65.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$88.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$88.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$100.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$104.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$120.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$135.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$135.00	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$135.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$210.00	
304127	101-7101-521110-	INTL EXTERMINATORS INC	SERVICE BUILDING MAINTENANCE	$432.00	
					$1,421.31
304134	101-7101-521020-	JOHNSON CONTROLS SECURITY SOLUTIONS	SERVICE BUILDING MAINTENANCE	$219.00	
304134	101-7101-521020-	JOHNSON CONTROLS SECURITY SOLUTIONS	SERVICE BUILDING MAINTENANCE	$114.41	
304134	101-7101-521020-	JOHNSON CONTROLS SECURITY SOLUTIONS	SERVICE BUILDING MAINTENANCE	$114.41	
304134	101-7101-521020-	JOHNSON CONTROLS SECURITY SOLUTIONS	SERVICE BUILDING MAINTENANCE	$114.41	
304134	101-7101-521020-	JOHNSON CONTROLS SECURITY SOLUTIONS	SERVICE BUILDING MAINTENANCE	$114.41	
304134	101-7101-521020-	JOHNSON CONTROLS SECURITY SOLUTIONS	SERVICE BUILDING MAINTENANCE	$114.41	
304134	101-7101-521020-	JOHNSON CONTROLS SECURITY SOLUTIONS	SERVICE BUILDING MAINTENANCE	$125.85	
304134	101-7101-521020-	JOHNSON CONTROLS SECURITY SOLUTIONS	SERVICE BUILDING MAITNENANCE	$390.00	
					$108.66
304136	101-7101-531550-	JUST FAUCETS	BUILDING MAINTENANCE SUPPLY	$108.66	
					$445.00
304140	101-7101-531650-	KONA ICE OF ARLINGTON HEIGHTS	EVENT SUPPLIES	$445.00	
					$910.96
304147	101-7101-531550-	LOWES COMMERCIAL SERVICES	BUILDING MAINTENANCE SUPPLY	$15.16	
304147	101-7101-531550-	LOWES COMMERCIAL SERVICES	BUILDING MAINTENANCE SUPPLY	$15.33	
304147	101-7101-531550-	LOWES COMMERCIAL SERVICES	BUILDING MAINTENANCE SUPPLY	$34.49	
304147	101-7101-531550-	LOWES COMMERCIAL SERVICES	BUILDING MAINTENANCE SUPPLY	$128.22	
304147	101-7101-531550-	LOWES COMMERCIAL SERVICES	BUILDING MAINTENANCE SUPPLY	$225.49	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304147	101-7101-531650-	LOWES COMMERCIAL SERVICES	BUILDING MAINTENANCE SUPPLY	$208.88	
304147	101-7101-531650-	LOWES COMMERCIAL SERVICES	MISCELLANEOUS SUPPLY	$123.16	
304147	101-7101-531850-	LOWES COMMERCIAL SERVICES	SMALL TOOLS AND EQUIPMENT	$70.11	
304147	101-7101-531850-	LOWES COMMERCIAL SERVICES	SMALL TOOLS AND EQUIPMENT	$90.12	
					$699.90
304153	101-7101-521010-	MEADE ELECTRIC CO INC	EQUIPMENT MAINTENANCE	$699.90	
					$997.99
304154	101-7101-531550-	MENARDS-LONG GROVE	BUILDING MAINTENANCE SUPPLY	$997.99	
					$10,416.12
304156	101-7101-521020-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$420.00	
304156	101-7101-521020-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$423.29	
304156	101-7101-521020-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$722.83	
304156	401-7101-550200-	METRO DOOR AND DOCK	SERVICE BUILDING MAINTENANCE	$8,850.00	
					$4,789.30
304159	401-7101-550300-	MIDWEST GROUNDCOVERS	LANDSCAPING SUPPLIES	$924.32	
304159	401-7101-550300-	MIDWEST GROUNDCOVERS	LANDSCAPING SUPPLIES	$3,864.98	
					$1,919.20
304162	101-7101-520050-	MIOVISION TECHNOLOGIES	PROFESSIONAL SERVICES	$1,919.20	
					$1,980.00
304165	401-7101-550200-	NATL DECORATING SERVICE INC	BUILDING MAINTENANCE SUPPLY	$1,980.00	
					$1,559.66
304166	101-7101-521500-	NICOR	ACCT 01701843946	$1,559.66	
					$1,277.29
304173	101-7101-531550-	NORTHWEST ELECTRICAL SUPPLY CO	BUILDING MAINTENANCE SUPPLY	$407.29	
304173	101-7101-531550-	NORTHWEST ELECTRICAL SUPPLY CO	BUILDING MAINTENANCE SUPPLY	$870.00	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
					$337.44
304175	101-7101-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$39.36	
304175	101-7101-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$298.08	
					$21,487.89
304176	101-7101-530390-	OFFEN PETROLEUM LLC	FUEL	$21,487.89	
					$4,193.75
304177	101-7101-521150-	OLIVE GROVE LANDSCAPING INC	LANDSCAPING SUPPLIES	$4,193.75	
					$637.50
304188	401-7101-550300-	CATHERINE MILLER	RESIDENT REIMBURSEMENT	$637.50	
					$937.50
304189	401-7101-550300-	DICK FRENCH	RESIDENT REIMBURSEMENT	$937.50	
					$82.50
304193	101-7101-522700-	PACIFIC TELEMANAGEMENT SERVICES	PHONE SERVICE	$82.50	
					$116.02
304198	101-7101-531650-	PETTY CASH	MISCELLANEOUS SUPPLIES	$40.92	
304198	101-7101-531650-	PETTY CASH	MISCELLANEOUS SUPPLIES	$47.56	
304198	515-7101-533050-	PETTY CASH	MISCELLANEOUS SUPPLIES	$27.54	
					$410.00
304201	401-7101-550300-	POSSIBILITY PLACE NURSERY	LANDSCAPING SUPPLIES	$410.00	
					$541.50
304202	101-7101-522700-	PRECISE MRM LLC	EQUIPMENT MAINTENANCE	$541.50	
					$180.00
304203	101-7101-531650-	PRO SAFETY INC	EQUIPMENT	$180.00	
					$7,651.00
304208	401-7101-550200-	ROBERTS ENVIRONMENTAL CONTROL CORP	SERVICE BUILDING MAINTENANCE	$7,651.00	

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					$117.09
304218	101-7101-531650-	SHERWIN ACE HARDWARE	SMALL TOOLS AND EQUIPMENT	($10.43)	
304218	101-7101-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS AND EQUIPMENT	$2.99	
304218	101-7101-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS AND EQUIPMENT	$18.98	
304218	101-7101-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS AND EQUIPMENT	$36.97	
304218	101-7101-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS AND EQUIPMENT	$59.99	
304218	101-7101-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS AND EQUIPMENT	$8.59	
					$306.65
304219	101-7101-531850-	SITEONE LANDSCAPE SUPPLY LLC	SMALL TOOLS & EQUIPMENT	$306.65	
					$183.10
304232	101-7101-531650-	TERRACE SUPPLY CO	STREET SUPPLY	$183.10	
					$3,022.50
304240	101-7101-531800-	TRAFFIC CONTROL & PROTECTION	STREET SUPPLY	$3,022.50	
					$3,900.00
304250	101-7101-522030-	UW-MADISON, LOCAL GOVERNMENT EDUCATION	TRAVEL & TRAINING	$3,900.00	
					$126.44
304251	101-7101-522700-	VERIZON WIRELESS	ACCT 64202486400001	$126.44	
					$59.86
304256	101-7101-530390-	WEX BANK	FUEL	$59.86	
					$352.50
304261	101-7101-520050-	ZIMMERMAN, RYAN	PROFESSIONAL SERVICES	$352.50	
					$1,137.55
802315	101-7101-522700-	AT & T	ACCT 84734215365273	$51.45	
802315	101-7101-522700-	AT & T	ACCT 84739420624707	$51.51	
802315	101-7101-522700-	AT & T	ACCT 84739443682112	$51.51	

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802315	101-7101-522700-	AT & T	ACCT 84725961248940	$52.89	
802315	101-7101-522700-	AT & T	ACCT 84779713213488	$53.00	
802315	101-7101-522700-	AT & T	ACCT 84739893361501	$54.24	
802315	101-7101-522700-	AT & T	ACCT 84739271083278	$54.26	
802315	101-7101-522700-	AT & T	ACCT 84739208661733	$55.32	
802315	101-7101-522700-	AT & T	ACCT 84759391411742	$57.34	
802315	101-7101-522700-	AT & T	ACCT 84739893901330	$58.55	
802315	101-7101-522700-	AT & T	ACCT 84757754536603	$82.70	
802315	101-7101-522700-	AT & T	ACCT 84743978686650	$105.67	
802315	101-7101-522700-	AT & T	ACCT 84725334382001	$108.48	
802315	101-7101-522700-	AT & T	ACCT 84757757951551	$300.63	
					$9,684.46
802316	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 3183115007	$3.25	
802316	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 5492508009	$98.57	
802316	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 8572043011	$210.62	
802316	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4103039009	$233.94	
802316	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 2985063029	$257.15	
802316	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 2278061084	$263.19	
802316	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4643388009	$666.43	
802316	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4321662000	$860.86	
802316	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 7363016029	$7,090.45	
					$10,447.65
802317	101-7101-521500-	CONSTELLATION NEW ENERGY INC	ACCT 8063214	$10,447.65	

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					$9,657.17
802318	101-7101-521500-	NICOR	ACCT 06802945268	$50.47	
802318	101-7101-521500-	NICOR	ACCT 40178600009	$53.54	
802318	101-7101-521500-	NICOR	ACCT 15839647334	$64.52	
802318	101-7101-521500-	NICOR	ACCT 38178600003	$71.44	
802318	101-7101-521500-	NICOR	ACCT 28178600004	$171.43	
802318	101-7101-521500-	NICOR	ACCT 38096400007	$174.06	
802318	101-7101-521500-	NICOR	ACCT 19426400008	$174.33	
802318	101-7101-521500-	NICOR	ACCT 53278600001	$174.59	
802318	101-7101-521500-	NICOR	ACCT 43278600002	$196.11	
802318	101-7101-521500-	NICOR	ACCT 58401600000	$277.58	
802318	101-7101-521500-	NICOR	ACCT 72489260108	$307.06	
802318	101-7101-521500-	NICOR	ACCT 97034457784	$640.96	
802318	101-7101-521500-	NICOR	ACCT 9540740001	$716.69	
802318	101-7101-521500-	NICOR	ACCT 96945600003	$1,674.00	
802318	101-7101-521500-	NICOR	ACCT 55616726109	$2,232.27	
802318	101-7101-521500-	NICOR	ACCT 25422686599	$2,678.12	
					$920.84
802329	101-7101-522700-	AT & T	ACCT 84779713213488	$52.60	
802329	101-7101-522700-	AT & T	ACCT 84725961248940	$52.60	
802329	101-7101-522700-	AT & T	ACCT 84739271083278	$53.03	
802329	101-7101-522700-	AT & T	ACCT 84739893361501	$54.19	
802329	101-7101-522700-	AT & T	ACCT 84739208661733	$54.92	
802329	101-7101-522700-	AT & T	ACCT 84739893901330	$58.59	
802329	101-7101-522700-	AT & T	ACCT 84757754536603	$82.36	
802329	101-7101-522700-	AT & T	ACCT 84743978686650	$105.19	

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802329	101-7101-522700-	AT & T	ACCT 84725334382001	$108.18	
802329	101-7101-522700-	AT & T	ACCT 84757757951551	$299.18	
					$15,885.15
802330	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 3183115007	$2.83	
802330	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0002031003	$31.55	
802330	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 2278061084	$78.28	
802330	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 5492508009	$91.05	
802330	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 8572043011	$193.08	
802330	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4103039009	$308.40	
802330	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 2985063029	$344.09	
802330	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4643388009	$620.60	
802330	101-7101-521500-	COMMONWEALTH EDISON COMPANY	ACCT 7363016029	$14,215.27	
					$1,437.43
802331	101-7101-521500-	CONSTELLATION NEW ENERGY INC	ACCT 8063218	$1,437.43	
					$196.74
802332	101-7101-521500-	NICOR	ACCT 94830700004	$196.74	
			DEPARTMENT 7101 TOTAL:	$1,117,376.53	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7201	**WATER AND SEWER ADMIN**				
					$3,181.05
304017	505-7201-531600-	ALEXANDER CHEMICAL CORP	WATER SUPPLY	$1,469.89	
304017	505-7201-531600-	ALEXANDER CHEMICAL CORP	WATER SUPPLY	$1,711.16	
					$1,961.88
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$18.22	
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$40.99	
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$53.50	
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$98.56	
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$426.96	
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$584.50	
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	OFFICE EQUIPMENT	$17.95	
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	OFFICE EQUIPMENT	$105.90	
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$5.49	
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$29.98	
304020	505-7201-531650-	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	$48.95	
304020	505-7201-531850-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$243.39	
304020	505-7201-531850-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$287.49	
					$5,024.48
304028	505-7201-550150-	ARLINGTON POWER EQUIPMENT	EQUIPMENT	$2,783.98	
304028	505-7201-550150-	ARLINGTON POWER EQUIPMENT	WATER SUPPLY	$2,240.50	
					$43.31
304030	505-7201-531900-	ARROW ROAD CONSTRUCTION CO	STREET SUPPLY	$43.31	
					$1,800.35
304033	505-7201-522300-	AT & T	UTILITY REPAIR	$1,800.35	
					$129.96

VILLAGE OF ARLINGTON HEIGHTS

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304041	505-7201-531550-	BENJAMIN MOORE MT PROSPECT PAINT	WATER SUPPLY	$129.96	
					$21,678.91
304051	505-7201-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$1,509.52	
304051	505-7201-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$4,892.20	
304051	505-7201-521360-	C C CARTAGE INC	DISPOSAL SERVICES	$5,707.98	
304051	505-7201-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$401.13	
304051	505-7201-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$1,300.03	
304051	505-7201-521620-	C C CARTAGE INC	DISPOSAL SERVICES	$1,516.81	
304051	505-7201-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$791.71	
304051	505-7201-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$2,565.84	
304051	505-7201-531900-	C C CARTAGE INC	DISPOSAL SERVICES	$2,993.69	
					$194.85
304067	505-7201-522700-	COMCAST CABLE	ACCT 8771100720175502	$194.85	
					$40.27
304072	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0705092066	$40.27	
					$89.70
304073	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0248116083	$89.70	
					$841.20
304076	505-7201-520050-	CONSTRUCTION & GEOTECHNICAL	PROFESSIONAL SERVICES	$841.20	
					$1,425.26
304077	505-7201-531550-	CORE & MAIN LP	BUILDING MAINTENANCE SUPPLY	$1,425.26	
					$23,388.56
304086	505-7201-521250-	DUKE'S ROOT CONTROL, INC.	PROFESSIONAL SERVICES	$23,388.56	
					$989.00
304088	505-7201-522020-	DUPAGE RIVER SALT CREEK	DUES	$989.00	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
		WORKGROUP			
					$1,052.02
304105	505-7201-531550-	GRAINGER W W INC	WATER SUPPLY	$156.87	
304105	505-7201-531550-	GRAINGER W W INC	WATER SUPPLY	$16.12	
304105	505-7201-531550-	GRAINGER W W INC	WATER SUPPLY	$332.06	
304105	505-7201-531650-	GRAINGER W W INC	SMALL TOOLS AND EQUIPMENT	$168.99	
304105	505-7201-531650-	GRAINGER W W INC	WATER SUPPLY	$377.98	
					$1,774.74
304106	505-7201-530300-	GRAYBAR ELECTRIC COMPANY	WATER SUPPLY	$36.01	
304106	505-7201-530300-	GRAYBAR ELECTRIC COMPANY	WATER SUPPLY	$457.41	
304106	505-7201-530300-	GRAYBAR ELECTRIC COMPANY	WATER SUPPLY	$1,281.32	
					$49.98
304110	505-7201-531850-	HARBOR FREIGHT TOOLS	SMALL TOOLS AND EQUIPMENT	$49.98	
					$10,231.03
304113	505-7201-521350-	HBK WATER METER SERVICE INC	METER SERVICES	$10,231.03	
					$1,122.79
304118	505-7201-531600-	IDEXX DISTRIBUTION INC	WATER SUPPLY	$26.37	
304118	505-7201-531600-	IDEXX DISTRIBUTION INC	WATER SUPPLY	$1,096.42	
					$2,100.00
304131	505-7201-531400-	JCK CONTRACTORS	LANDSCAPING SUPPLY	$420.00	
304131	505-7201-531400-	JCK CONTRACTORS	LANDSCAPING SUPPLY	$840.00	
304131	505-7201-531400-	JCK CONTRACTORS	MISCELLANEOUS SUPPLY	$840.00	
					$4,045.00
304141	505-7201-550150-	LEE JENSEN SALES CO INC	SEWER EQUIPMENT	$1,545.00	
304141	505-7201-550150-	LEE JENSEN SALES CO INC	SEWER EQUIPMENT	$2,500.00	
					$577.66

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304147	505-7201-531550-	LOWES COMMERCIAL SERVICES	WATER SUPPLY	$20.86	
304147	505-7201-531550-	LOWES COMMERCIAL SERVICES	WATER SUPPLY	$40.05	
304147	505-7201-531550-	LOWES COMMERCIAL SERVICES	WATER SUPPLY	$306.08	
304147	505-7201-531850-	LOWES COMMERCIAL SERVICES	SMALL TOLLS AND EQUIPMENT	$2.84	
304147	505-7201-531850-	LOWES COMMERCIAL SERVICES	SMALL TOOLS AND EQUIPMENT	$27.49	
304147	505-7201-531850-	LOWES COMMERCIAL SERVICES	WATER SUPPLY	$85.44	
304147	505-7201-531850-	LOWES COMMERCIAL SERVICES	WATER SUPPLY	$94.90	
					$601.40
304155	505-7201-531070-	MENONI & MECOGNI	SEWER SUPPLY	($13.20)	
304155	505-7201-531900-	MENONI & MECOGNI	SEWER SUPPLY	$614.60	
					$920.00
304158	505-7201-531010-	MID AMERICAN WATER	WATER SUPPLY	$920.00	
					$141.39
304175	505-7201-530050-	ODP BUSINESS SOLUTIONS	OFFICE SUPPLIES	$141.39	
					$650.00
304190	505-7201-531070-	SCOTT YOUNG	RESIDENT REIMBURSEMENT	$650.00	
					$541.50
304202	505-7201-522700-	PRECISE MRM LLC	EQUIPMENT MAINTENANCE	$541.50	
					$2,419.28
304218	505-7201-531010-	SHERWIN ACE HARDWARE	WATER SUPPLY	$15.98	
304218	505-7201-531020-	SHERWIN ACE HARDWARE	BUILDING MAINTENANCE SUPPLY	$41.56	
304218	505-7201-531550-	SHERWIN ACE HARDWARE	BUILDING MAINTENANCE SUPPLY	$4.02	
304218	505-7201-531550-	SHERWIN ACE HARDWARE	BUILDING MAINTENANCE SUPPLY	$29.97	
304218	505-7201-531600-	SHERWIN ACE HARDWARE	WATER SUPPLY	$5.98	
304218	505-7201-531850-	SHERWIN ACE HARDWARE	MISCELLANEOUS SUPPLIES	($0.40)	
304218	505-7201-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS AND EQUIPMENT	$101.96	

VILLAGE OF ARLINGTON HEIGHTS

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304218	505-7201-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS AND EQUIPMENT	$359.98	
304218	505-7201-531850-	SHERWIN ACE HARDWARE	SMALL TOOLS AND EQUIPMENT	$1,270.23	
304218	505-7201-550150-	SHERWIN ACE HARDWARE	WATER SUPPLY	$590.00	
					$6.32
304222	505-7201-531550-	STANDARD PIPE & SUPPLY INC	BUILDING MAINTENANCE SUPPLY	$6.32	
					$130.78
304224	505-7201-531550-	STEINER ELECTRIC	WATER SUPPLY	$130.78	
					$5,100.31
304226	505-7201-520050-	SUBURBAN LABORATORIES INC	PROFESSIONAL SERVICES	$1,552.00	
304226	505-7201-520050-	SUBURBAN LABORATORIES INC	PROFESSIONAL SERVICES	$3,548.31	
					$4,878.30
304233	505-7201-531020-	TEST GAUGE INC	METER SUPPLY	$2,287.95	
304233	505-7201-531020-	TEST GAUGE INC	METER SUPPLY	$2,590.35	
					$2,487.00
304254	505-7201-531010-	WATER PRODUCTS CO	WATER SUPPLY	$1,212.00	
304254	505-7201-531010-	WATER PRODUCTS CO	WATER SUPPLY	$1,275.00	
					$19,807.15
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$856.80	
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$557.50	
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$714.30	
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$1,189.00	
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$1,475.00	
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$1,590.00	
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$1,590.00	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$1,590.00	
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$2,191.75	
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$2,286.30	
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$2,850.00	
304260	505-7201-531010-	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLY	$2,916.50	
					$352.50
304261	505-7201-520050-	ZIMMERMAN, RYAN	PROFESSIONAL SERVICES	$352.50	
					$1,196.91
802315	505-7201-522700-	AT & T	ACCT 84743746858567	$52.93	
802315	505-7201-522700-	AT & T	ACCT 84743746842777	$52.93	
802315	505-7201-522700-	AT & T	ACCT 84725301748135	$53.68	
802315	505-7201-522700-	AT & T	ACCT 84759080850047	$109.07	
802315	505-7201-522700-	AT & T	ACCT 84759021056118	$928.30	
					$1,881.82
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0117046072	$32.48	
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0368380009	$32.79	
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 1284169036	$39.29	
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0087155164	$55.76	
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0645171017	$70.07	
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0111076085	$89.19	
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0684023014	$90.37	
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0831076049	$90.58	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 1104021044	$104.78	
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 3973144001	$271.37	
802316	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 1257044037	$1,005.14	
					$28,883.02
802317	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050214	$419.29	
802317	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050216	$1,171.61	
802317	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050218	$2,509.21	
802317	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050217	$2,789.80	
802317	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1060230	$3,249.60	
802317	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050220	$7,880.73	
802317	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050221	$10,862.78	
					$1,310.57
802318	505-7201-521500-	NICOR	ACCT 05850400002	$51.62	
802318	505-7201-521500-	NICOR	ACCT 42567835683	$52.57	
802318	505-7201-521500-	NICOR	ACCT 58544400003	$59.27	
802318	505-7201-521500-	NICOR	ACCT 90920700003	$164.04	
802318	505-7201-521500-	NICOR	ACCT 16797600000	$168.78	
802318	505-7201-521500-	NICOR	ACCT 04055600003	$192.39	
802318	505-7201-521500-	NICOR	ACCT 19278600002	$291.64	
802318	505-7201-521500-	NICOR	ACCT 76830700001	$330.26	
					$1,194.42
802329	505-7201-522700-	AT & T	ACCT 84743746858567	$52.60	
802329	505-7201-522700-	AT & T	ACCT 84743746842777	$52.60	
802329	505-7201-522700-	AT & T	ACCT 84725301748135	$54.59	
802329	505-7201-522700-	AT & T	ACCT 84759080850047	$108.18	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
802329	505-7201-522700-	AT & T	ACCT 84759021056118	$926.45	
					$1,760.32
802330	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0368380009	$32.37	
802330	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0087155164	$54.03	
802330	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0117046072	$54.15	
802330	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0645171017	$65.86	
802330	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 0831076049	$90.16	
802330	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 1092085063	$90.18	
802330	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 1104021044	$100.56	
802330	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 3973144001	$138.76	
802330	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 1284169036	$272.90	
802330	505-7201-521500-	COMMONWEALTH EDISON COMPANY	ACCT 1257044037	$861.35	
					$15,788.59
802331	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 8063213	$185.46	
802331	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050214	$1,174.72	
802331	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050216	$1,766.98	
802331	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1060230	$3,163.97	
802331	505-7201-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050221	$9,497.46	
					$573.11
802332	505-7201-521500-	NICOR	ACCT 05850400002	$50.93	
802332	505-7201-521500-	NICOR	ACCT 16797600000	$171.68	
802332	505-7201-521500-	NICOR	ACCT 76830700001	$350.50	
			DEPARTMENT 7201 TOTAL:	$172,366.69	

VILLAGE OF ARLINGTON HEIGHTS

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7301	**PARKING ADMIN**				
304034	235-7301-521500-	AT & T	ACCT 847R0608437214	$243.94	**$243.94**
304090	235-7301-521110-	ECO CLEAN MAINTENANCE INC	JANITORIAL SERVICES	$419.16	**$419.16**
304247	235-7301-521400-	UNION PACIFIC RAILROAD	LOT P PARKING	$3,646.48	**$3,646.48**
802316	235-7301-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4286290000	$575.55	**$575.55**
802330	235-7301-521500-	COMMONWEALTH EDISON COMPANY	ACCT 4643715006	$19.93	**$95.75**
802330	235-7301-521500-	COMMONWEALTH EDISON COMPANY	ACCT 5231622008	$75.82	
			DEPARTMENT 7301 TOTAL:	$4,980.88	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7302	**PARKING VAIL ST. GARAGE OPER**				
					$4,514.80
304044	235-7302-522100-	BORDEN DECAL CO	PRINTING SERVICES	$1,525.00	
304044	235-7302-522100-	BORDEN DECAL CO	PRINTING SERVICES	$2,989.80	
					$140.90
304068	235-7302-521500-	COMCAST CABLE	ACCT 8771100721377909	$140.90	
					$1,327.34
304090	235-7302-521110-	ECO CLEAN MAINTENANCE INC	JANITORIAL SERVICES	$1,327.34	
					$238.08
802315	235-7302-521500-	AT & T	ACCT 84725309782425	$238.08	
					$2,141.55
802317	235-7302-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050215	$2,141.55	
					$239.09
802329	235-7302-521500-	AT & T	ACCT 84725309782425	$239.09	
					$1,900.48
802331	235-7302-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050215	$1,900.48	
			DEPARTMENT 7302 TOTAL:	$10,502.24	

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7303	**PARKING NORTH GARAGE OPER**				
304044	235-7303-522100-	BORDEN DECAL CO	PRINTING SERVICES	$2,989.80	**$2,989.80**
304090	235-7303-521110-	ECO CLEAN MAINTENANCE INC	JANITORIAL SERVICES	$1,327.34	**$1,327.34**
802315	235-7303-521500-	AT & T	ACCT 84763200281737	$211.38	**$211.38**
802318	235-7303-521500-	NICOR	ACCT 12690400002	$51.70	**$51.70**
802329	235-7303-521500-	AT & T	ACCT 84763200281737	$215.20	**$215.20**
802331	235-7303-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1060231	$1,192.79	**$1,192.79**
			DEPARTMENT 7303 TOTAL:	$5,988.21	

VILLAGE OF ARLINGTON HEIGHTS

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CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 7304	**PARKING EVERGREEN ST GAR OPER**				
					$3,019.90
304044	235-7304-522100-	BORDEN DECAL CO	PRINTING SERVICES	$1,494.90	
304044	235-7304-522100-	BORDEN DECAL CO	PRINTING SERVICES	$1,525.00	
					$419.16
304090	235-7304-521110-	ECO CLEAN MAINTENANCE INC	JANITORIAL SERVICES	$419.16	
					$18.70
304147	235-7304-531650-	LOWES COMMERCIAL SERVICES	BUILDING MAINTENANCE SUPPLY	$18.70	
					$24.36
304218	235-7304-531650-	SHERWIN ACE HARDWARE	BUILDING MAINTENANCE SUPPLY	$24.36	
					$520.21
802317	235-7304-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050222	$520.21	
					$172.99
802318	235-7304-521500-	NICOR	ACCT 92296400002	$172.99	
					$785.69
802331	235-7304-521500-	CONSTELLATION NEW ENERGY INC	ACCT 1050222	$785.69	
			DEPARTMENT 7304 TOTAL:	$4,961.01	

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Department 7501	**MUNICIPAL FLEET SVCS ADMIN**				
					$842.24
304019	621-7501-531510-	ALTORFER INDUSTRIES	VEH MAINTENANCE SUPPLY	$13.38	
304019	621-7501-531510-	ALTORFER INDUSTRIES	VEH MAINTENANCE SUPPLY	$31.11	
304019	621-7501-531510-	ALTORFER INDUSTRIES	VEH MAINTENANCE SUPPLY	$102.66	
304019	621-7501-531510-	ALTORFER INDUSTRIES	VEH MAINTENANCE SUPPLY	$249.86	
304019	621-7501-531510-	ALTORFER INDUSTRIES	VEH MAINTENANCE SUPPLY	$445.23	
					$2,082.65
304020	621-7501-531500-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$139.75	
304020	621-7501-531500-	AMAZON COM CAPITAL SERVICES	VEH MAINTENANCE SUPPLY	$756.48	
304020	621-7501-531500-	AMAZON COM CAPITAL SERVICES	VEH MAINTENANCE SUPPLY	$1,149.90	
304020	621-7501-531650-	AMAZON COM CAPITAL SERVICES	MISCELLANEOUS SUPPLIES	$36.52	
					$346.91
304026	621-7501-531510-	ARLINGTON HTS FORD	VEH MAINTENANCE SUPPLY	$6.40	
304026	621-7501-531510-	ARLINGTON HTS FORD	VEH MAINTENANCE SUPPLY	$21.47	
304026	621-7501-531510-	ARLINGTON HTS FORD	VEH MAINTENANCE SUPPLY	$54.03	
304026	621-7501-531510-	ARLINGTON HTS FORD	VEH MAINTENANCE SUPPLY	$70.93	
304026	621-7501-531510-	ARLINGTON HTS FORD	VEH MAINTENANCE SUPPLY	$194.08	
					$1,163.47
304037	621-7501-531510-	AUTO TECH CENTERS INC	VEH MAINTENANCE SUPPLY	$1,163.47	
					$794.10
304049	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$25.98	
304049	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$45.09	
304049	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$57.55	
304049	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$95.96	
304049	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$152.26	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304049	621-7501-531510-	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$417.26	
					$141.05
304057	621-7501-531510-	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$25.41	
304057	621-7501-531510-	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$115.64	
					$126.72
304061	621-7501-521360-	CITY WELDING SALES & SERVICE	EQUIPMENT RENTAL	$126.72	
					$153.77
304105	621-7501-531510-	GRAINGER W W INC	BUILDING MAINTENANCE SUPPLY	$108.23	
304105	621-7501-531510-	GRAINGER W W INC	VEH MAINTENANCE SUPPLY	$45.54	
					$412.50
304116	621-7501-521070-	HILLSIDE SERVICE	EQUIPMENT MAINTENANCE	$412.50	
					$173.00
304123	621-7501-521070-	IL SECRETARY OF STATE	VEHICLE REGISTRATION	$173.00	
					$316.00
304124	621-7501-521070-	IL SECRETARY OF STATE	VEHICLE REGISTRATION	$316.00	
					$172.59
304142	621-7501-531510-	LIEBOVICH STEEL & ALUMINUM CO	VEH MAINTENANCE SUPPLY	$172.59	
					$626.07
304151	621-7501-531510-	MC MASTER CARR SUPPLY CO	VEH MAINTENANCE SUPPLY	$40.29	
304151	621-7501-531510-	MC MASTER CARR SUPPLY CO	VEH MAINTENANCE SUPPLY	$95.55	
304151	621-7501-531510-	MC MASTER CARR SUPPLY CO	VEH MAINTENANCE SUPPLY	$204.83	
304151	621-7501-531510-	MC MASTER CARR SUPPLY CO	VEH MAINTENANCE SUPPLY	$285.40	
					$455.00
304163	621-7501-521070-	MORTON GROVE AUTOMOTIVE WEST	EQUIPMENT MAINTENANCE	$455.00	
					$2,562.39

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	($222.72)	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	($208.19)	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	($150.32)	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	($119.74)	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	($17.95)	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	($13.20)	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$7.96	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$8.38	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$13.31	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$19.74	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$20.82	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$21.32	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$25.17	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$27.85	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$36.47	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$37.98	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$38.30	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$42.10	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$44.88	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$51.02	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$53.98	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$63.96	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$69.18	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$125.37	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$144.45	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$152.73	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$159.85	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$183.55	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$190.96	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$199.88	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$235.02	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$250.74	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$382.94	
304164	621-7501-531510-	NAPA AUTO PARTS	VEH MAINTENANCE SUPPLY	$686.60	
					$626.10
304168	621-7501-521070-	NORTHWEST AUTO WASH	EQUIPMENT MAINTENANCE	$626.10	
					$1,392.59
304174	621-7501-531510-	NORTHWEST FREIGHTLINER	VEH MAINTENANCE SUPPLY	($353.03)	
304174	621-7501-531510-	NORTHWEST FREIGHTLINER	VEH MAINTENANCE SUPPLY	$35.00	
304174	621-7501-531510-	NORTHWEST FREIGHTLINER	VEH MAINTENANCE SUPPLY	$196.53	
304174	621-7501-531510-	NORTHWEST FREIGHTLINER	VEH MAINTENANCE SUPPLY	$353.03	
304174	621-7501-531510-	NORTHWEST FREIGHTLINER	VEH MAINTENANCE SUPPLY	$540.54	
304174	621-7501-531510-	NORTHWEST FREIGHTLINER	VEH MAINTENANCE SUPPLY	$620.52	
					$583.84
304195	621-7501-531510-	PATLIN INC	VEH MAINTENANCE SUPPLY	$188.63	
304195	621-7501-531510-	PATLIN INC	VEH MAINTENANCE SUPPLY	$395.21	
					$1,480.32
304210	621-7501-531510-	ROLAND MACHINERY CO	VEH MAINTENANCE SUPPLY	$1,480.32	
					$152.68
304213	621-7501-531510-	RUBBER INC	VEH MAINTENANCE SUPPLY	$152.68	
					$2,791.67
304214	621-7501-521070-	RUSH TRUCK CENTER-CAROL	EQUIPMENT MAINTENANCE	$615.99	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
		STREAM			
304214	621-7501-521070-	RUSH TRUCK CENTER-CAROL STREAM	EQUIPMENT MAINTENANCE	$1,804.83	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	($6,305.12)	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	($1,064.00)	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$33.67	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$38.36	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$55.42	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$118.16	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$118.16	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$142.39	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$223.32	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$233.63	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$242.48	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$314.73	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$347.65	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$414.26	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$414.26	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$2,338.78	
304214	621-7501-531510-	RUSH TRUCK CENTER-CAROL STREAM	VEH MAINTENANCE SUPPLY	$2,704.70	
					$1,679.68

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
304215	621-7501-531510-	SCRUBBER CITY INC	VEH MAINTENANCE SUPPLY	$186.39	
304215	621-7501-531510-	SCRUBBER CITY INC	VEH MAINTENANCE SUPPLY	$1,493.29	
					$2,582.14
304220	621-7501-531510-	SPRING ALIGN	VEH MAINTENANCE SUPPLY	$2,582.14	
					$3,619.48
304221	621-7501-531510-	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	($34.77)	
304221	621-7501-531510-	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	$865.66	
304221	621-7501-531510-	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	$1,367.47	
304221	621-7501-531510-	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	$1,421.12	
					$324.27
304231	621-7501-531510-	TEREX GLOBAL GMBH	VEH MAINTENANCE SUPPLY	$324.27	
					$555.95
304244	621-7501-531510-	ULTRA STROBE COMMUNICATIONS INC	VEH MAINTENANCE SUPPLY	$220.95	
304244	621-7501-531510-	ULTRA STROBE COMMUNICATIONS INC	VEH MAINTENANCE SUPPLY	$335.00	
					$238.83
304246	621-7501-530350-	UNIFIRST CORPORATION	CLOTHING & APPAREL	$66.56	
304246	621-7501-530350-	UNIFIRST CORPORATION	CLOTHING & APPAREL	$81.67	
304246	621-7501-530350-	UNIFIRST CORPORATION	CLOTHING & APPAREL	$90.60	
					$791.40
304252	621-7501-522030-	VLIEGER, ROSS	TRAVEL & TRAINING	$791.40	
					$2,588.68
304255	621-7501-531510-	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	$2,588.68	
					$2,881.00
304259	621-7501-531510-	ZARNOTH BRUSH WORKS INC	VEH MAINTENANCE SUPPLY	$1,206.00	
304259	621-7501-531510-	ZARNOTH BRUSH WORKS INC	VEH MAINTENANCE SUPPLY	$1,675.00	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
					$820.63
304262	621-7501-531510-	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$77.09	
304262	621-7501-531510-	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$166.50	
304262	621-7501-531510-	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$250.18	
304262	621-7501-531510-	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$326.86	
			DEPARTMENT 7501 TOTAL:	$33,477.72	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 9001	**CAPITAL ADMIN**				
					$107,130.00
304160	505-9001-550250-	MIDWEST METER INC	CONSTRUCTION SERVICES	$23,850.00	
304160	505-9001-550250-	MIDWEST METER INC	CONSTRUCTION SERVICES	$83,280.00	
			DEPARTMENT 9001 TOTAL:	$107,130.00	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 9557	**DEBT SVC 2019 REFUNDING 2011**				
					$318.00
304245	301-9557-560200-	UMB BANK NA	AGENT FEES	$318.00	
			DEPARTMENT 9557 TOTAL:	$318.00	

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER

CHECK DATE: 10/30/2023

CHECK #	ACCOUNT #	VENDOR NAME/#	DESCRIPTION	AMOUNT	TOTAL AMOUNT
Department 9901	**NON-OPERATING**				
					$11,647.59
304012	515-9901-540830-	METROPOLIS COMMERCIAL CONDO ASSN	CAM CHARGE	$7,418.40	
304012	515-9901-540920-	METROPOLIS COMMERCIAL CONDO ASSN	BUILDING RESERVE CHARGE	$4,229.19	
			DEPARTMENT 9901 TOTAL:	$11,647.59	
			ACCOUNTS PAYABLE INVOICING	**$3,273,790.92**	
			CREDIT CARD CHARGES	**$44,813.16**	
			WARRANT TOTAL:	**$3,318,604.08**	

Village Board
11/6/2023

Item: Report of the Committee of the Whole Meeting of November 6, 2023

Department: Village Manager's Office

Report of Committee of the Whole Meeting of November 6, 2023

Interview of Joseph Novak, Psy.D., for appointment to the Board of Health, term expiring 4-30-26

Village Board
11/6/2023

Item: Dump Trucks (4) Vehicle Purchase for Public Works Department - Contract Award & Budget Amendment Ordinance

Department: Public Works

The 2023 Capital budget includes $1,005,200 for replacing four 2.5-ton dump trucks essential to Public Works winter maintenance operations.

The proposed vehicle replacements are single-axle standard dump trucks used in winter maintenance activities. Even though these trucks are primarily used for snow and ice removal, they also play a critical role in other Public Works tasks such as road paving, road closures, and leaf hauling operations. The vehicles scheduled to be replaced will have 16 years of service by the time the proposed truck replacements are estimated to be delivered in 2025. The current vehicles will be repurposed within the Village fleet or will be surplused in accordance with Village guidelines.

Staff leveraged competitive pricing through the Sourcewell cooperative purchasing program contract with the National Auto Fleet Group. Sourcewell (formerly NJPA) is a joint purchasing cooperative similar to Northwest Municipal Conference (NWMC) that uses multiple government agencies and collaborative purchasing to obtain more competitive bid pricing. Purchasing from two vendors is required for the proposed purchase of the dump trucks, both of which hold Sourcewell contracts. The first vendor, Peterbilt of Wisconsin, Inc of Wadsworth, Illinois, only sells the cab and chassis, while Lindco Equipment Sales of Merrillville, Indiana, provides the equipment upfitting, including the dump body, plow, scrapper, and hydraulic controls. The cost for four cabs and chassis is $518,253.84, and the cost of upfitting the four cabs and chassis with equipment is $645,824. The total cost for four upfitted 2.5-ton dump trucks is $1,164078, which is $158,878 over budget.

Despite being over budget, these costs align with recent volatile trends in the automotive industry. Public Works staff continues to observe limited order bank availability, vendors that will not commit to future vehicle or equipment orders, and lingering delays due to supply chain issues related to critical parts. As of now, Peterbilt of Wisconsin and Lindco Equipment Sales represent the minority of vendors willing to provide quotes and commit to future sales, given the long

lead times ranging from 14 to 25 months per order. Therefore, Staff recommends the following actions:

* Amend the Public Works Fleet Budget Account #621-9003-550050 (VH9501) in the amount of $158,900.

* Approve the purchase of (4) 2.5-ton dump truck cabs and chassis' from Peterbuilt of Wisconsin, Inc. of Wadsworth, Illinois, in amount of $518,253.84 and equipment uplifting from Lindco Equipment Sales, of Merriville, Indiana, in an amount of $645,824, which were competitively bid under the Soucewell Cooperative Purchasing Program for a total purchase price of $1,164,078.

RECOMMENDATION

It is recommended that the Village Board approve the purchase of the four cabs and chassis from Peterbilt of Wisconsin, Inc. of Wadsworth, Illinois, for $518,253.84 and equipment upfitting from Lindco Equipment Sales of Merrillville, Indiana, for $645,824 and approve the attached Ordinance amending the 2023 Fleet Budget and authorize Staff to execute all necessary documents.

ATTACHMENTS:

Description	Type
Ordinance - BA03 Dump Trucks 11 6 2023	Ordinance

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

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

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

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

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

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

Account Being Amended	Original	Amendment Incr./(Decr.)	Revised
621-9003-550050 VH9501-VEHICLES	$2,226,460	$158,900	$2,385,360

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

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

AYES:

NAYS:

PASSED AND APPROVED THIS 6th of November, 2023.

_____
Village President

ATTEST:

_____
Village Clerk

Village Board
11/6/2023

Item: Patrol Vehicles (7) Purchase for Police Department - Contract Award & Budget Amendment Ordinance

Department: Public Works

The proposed 2024 Capital Budget allocates $370,300 to replace seven aging Police patrol vehicles and one evidence truck. The decision to replace these vehicles is necessitated by the fact that seven patrol vehicles have exceeded their useful life for Police daily operations. Fleet Staff have inspected the vehicles and recommend replacement. According to Village guidelines, these aging vehicles will either be repurposed to other Departments or surplused. The remaining funding in this account will be used to purchase an evidence truck when manufacturer order banks open, either later this year or early 2024.

Staff continues to observe uncertainty with vehicle orders due to supply chain issues and the effects of the current automotive strike. Due to these factors, Public Works staff continued exploring non-traditional purchasing routes and discovered that a regional dealership had multiple Dodge Charger Pursuit vehicles available. Public Works and Police Staff discussed this opportunity and feel these vehicles are a good fit for the patrol fleet as several similar make and models are already in service with patrol responsibilities. Further, Staff believes that even though funding is available next year, an order should be placed now to take advantage of vehicle availability.

Staff was extended competitive pricing through the Southwest Conference of Mayors or SCM, a joint purchasing cooperative similar to the Northwest Municipal Conference (NWMC) that uses multiple government agencies and collaborative purchasing to obtain more competitive bid pricing. It is understood that this payment is due in FY2023 due to vehicle availability but is not budgeted until 2024. However, there is currently $161,500 in the 2023 Budget. Therefore, Staff recommends the following actions:

* Amend the Public Works 2023 Fleet Vehicle Equipment, Account #621-9003-550050 (VH9503-VEHICLES) by $91,800.

* Approve the purchase of (7) 2024 Police Pursuit vehicles through the Southwest Conference of Mayors (SCM) Purchasing Contract.

RECOMMENDATION

It is recommended that the Village Board approve the purchase of (7) Dodge Charger Patrol vehicles through the Southwest Conference of Mayors (SCM) purchasing contract with Thomas Dodge Chrysler Jeep of Highland, Indiana, in an amount not exceeding $253,302 and approve the attached Ordinance amending the 2023 Fleet Budget, and authorize Staff to execute all necessary documents.

ATTACHMENTS:

Description	Type
Ordinance - BA03 Police Vehicles 11 6 2023	Ordinance

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

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

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

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

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

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

Account Being Amended	Original	Amendment Incr./(Decr.)	Revised
621-9003-550050 VH9503-VEHICLES	$780,779	$91,800	$872,579

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

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

AYES:

NAYS:

PASSED AND APPROVED THIS 6th of November, 2023.

_____
Village President

ATTEST:

_____
Village Clerk

Village Board
11/6/2023

Item: Sewer Vac Truck Vehicle Purchase for Public Works Department

Department: Public Works

The Fleet Replacement Program has a vac-truck scheduled for replacement in FY25. The FY25 budget includes $534,489 for the replacement of the vac-truck. Public Works utilizes two vac-trucks on a regular basis amongst its divisions. Public Works Staff has worked with two separate vendors to test two different manufacturer's (Vactor & Vac-Con) Vac-trucks. Currently, these vehicles are proposed at a sale price of $565,000.00 and $577,832.00 respectively however, this rate cannot be guaranteed for FY25. The Vac-Con vendor has offered the Village a trade in on our 2005 Vactor model 2100 as part of the purchase for a $50,000 credit bringing the total purchase price to $527,832.00. Currently, the Vactor vendor has not offered any trade in value on the Village's machine.

Village Staff thoroughly evaluated both vehicles during multiple test demonstrations. Members from all of Public Works Units were invited to use these machines on applicable tasks such as water main breaks and storm sewer catch basin cleanings to evaluate the pros and cons of each machine. Village Staff also worked with the City of Rolling Meadows to evaluate their 3-year-old Vactor machine against Vac-Con's new machine in similar tasks to evenly evaluate both manufacturers. Based on all of these variables, Village Staff selected Vac-con for its superior useability and performance.

EJ Equipment, the Village's vendor for the Vac- Con truck is forecasting that the prices on this vehicle could change up to 10% annually or more by FY25. In the past year, the vendor has seen a price increase of 20% alone. Based on this figure the Village could incur an additional $121,344.00 in cost for the same vehicle, if ordered in FY25 instead of ordering in FY23.

Current build times for the Vac-con truck exceeds 6 months as supply chain and inflationary pressures continue to affect the specialty vehicle market. In effort to minimize the effect on the Village, Staff is recommending placing an order for the Vac-Con truck in FY24 and taking delivery of it in Q1 of FY25. This shall not have any effect on FY24's capital budget but will allow Public Works to lock in the pricing and while avoiding any potential price changes.

Staff is requesting approval to purchase one Vac-Con CXT Hydro excavator from EJ Equipment in Manteno IL at $527,832.00 It is understood that approving this request will obligate the Village to purchase one Vac-Con CXT Hydro excavator in FY25.

Funding for this purchase is available in Account No. 621-9003-550050 VH9502.

RECOMMENDATION

It is recommended that the Village Board award the purchase of one Vac-Con CXT Hydro excavator from EJ Equipment of Manteno, Illinois, at a cost of $527,832.00 and to authorize Staff to execute the necessary documents.

Village Board
11/6/2023

Item: Lead Services Project - Engineering Services

Department: Public Works

The Lead Service Line Replacement Fund has $1.9 million in 2023 and $1.7 million in 2024. On October 2, 2023, the Village Board awarded a contract to Five Star Energy Services to provide construction services required to replace 462 lead services, in the amount of $2,964,990.

Staff developed and sent out a Request for Proposals (RFP) for construction inspection services to provide construction observation oversight on the Lead Service Replacement Project. Based on the size of the project and the sensitivity and interaction of the project with Village residents, Staff is proposing full-time inspection services during the project.

Proposals were requested from qualified professional engineering firms to provide construction engineering oversight for the 2023-2024 Lead Service Line Replacement Project.

The Village received proposals from four interested engineering firms by the September 29th deadline for submission. A team of Staff reviewed each proposal independently and met to discuss and compare scoring of the submissions. The selection of Engineering Enterprises, Inc. (EEI) was unanimous among the Staff, based on their experience with the Village's lead program, knowledge of State lead regulations, continuity of services (EEI did the design), and pricing. The firms are listed below along with their full-time construction observation proposal.

Funds are available for these services in Account No. 506-9001-550250 (WA2001).

ENGINEERING FIRM	**PROPOSAL**
Engineering Enterprises Inc.	$215,284
Baxter and Woodman	$218,000
Gewalt Hamilton	$233,470
CDM Smith	$239,635

RECOMMENDATION

It is recommended that the Village Board award the construction inspection services contract to Engineering Enterprises Inc. of Sugar Grove, Illinois, in amount not-to-exceed $215,284 and authorize Staff to execute the necessary documents.

Village Board
11/6/2023

Item: Street Sweeper Equipment Purchase for Public Works Department

Department: Public Works

The proposed 2024 Capital Budget includes $303,253 to replace one of the Village's street sweepers. The Village has three street sweepers as part of its fleet, and this critical equipment is used nearly year-round. While the street sweepers are most visible during fall leaf-sweeping operations, they are used daily to clean streets in the spring and summer as part of a routine schedule. They also satisfy Environmental Protection Agency (EPA) requirements by keeping storm inlets debris-free and unobstructed for water flow.

The current sweeper scheduled for replacement is a 2010 model with 10,000 hours of use. The Fleet Services Unit evaluated the existing unit and deemed it needed replacement due to use and wear.

The proposed sweeper replacement is a 2024 Elgin Pelican Model sweeper. Maintenance Staff have extensively used this model sweeper and recommend purchasing this equipment. Public Works staff leveraged competitive pricing through the Sourcewell Cooperative Purchasing program contract with the National Auto Fleet Group. Sourcewell (formerly NJPA) is a joint purchasing cooperative similar to Northwest Municipal Conference that uses multiple government agencies and collaborative purchasing to obtain more competitive bid pricing.

The total cost of the replacement sweeper is $316,963.70 and is $13,710.70 over the 2024 proposed capital budget. Standard Truck of Elmhurst, Illinois, holds the Sourcewell bid award for Elgin Pelican Sweepers, and Staff recommends proceeding with the purchase immediately as equipment availability may change if authorization is postponed until fiscal year 2024. As of writing this request, delivery of the new street sweeper is scheduled for December 2024 if the order moves forward.

It should be noted that Public Works Staff continues to responsibly budget and stay diligent to changing market trends. Still, the volatility of the automotive and equipment industry continues to outpace our ability to project costs accurately. For example, the last replacement sweeper, of an equal make and model, was

purchased in May 2022 for a total cost of $270,743. This cost difference represents a $46,220.70 change in equipment costs in 18 months.

Funds are projected to be available in the 2024 Fleet Budget, Account No. 621-9003-550050 VH9501, but are contingent on the formal adoption of the 2024 Village Budget.

RECOMMENDATION

Staff recommends that the Village Board award the purchase of a 2024 Elgin Pelican street sweeper to Standard Truck of Elmhurst, Illinois, in an amount not-to-exceed $316,963.70 and authorize Staff to execute the necessary documents.

Village Board
11/6/2023

Item: Sedans (2) Vehicles Purchase - for Police & Planning Depts.- Contract Award & Budget Amendment Ordinance

Department: Public Works

The Proposed 2024 Capital Plan includes $62,258.76 for replacing one sedan in the Public Service Officer Fleet for the Police Department and one sedan for the Planning and Community Development Department. The current vehicles are used daily by Staff in these departments for business and community outreach, parking and ordinance enforcement, collecting money from commuter lot pay boxes, and controlling pedestrian and vehicle traffic.

The current sedans in these Departments range from 11 to 21 years of age and have undergone a thorough condition assessment performed by technicians in Fleet Services. The replacement has been recommended due to the high maintenance costs incurred over the years for the two sedans currently in service.

To continue moving towards a green fleet when possible and appropriate, the proposed replacement vehicle for both sedans is the 2023 Nissan Leaf. This purchase also aligns with the Board's Strategic Goal, which is to pursue environmentally sustainable programs and business practices within the Village. If approved, Public Works will make the necessary infrastructure available in the Municipal Parking Garage so Village Staff can charge these vehicles when not in use.

Staff explored local dealerships and joint purchasing opportunities, but no vendor was willing to participate in a bid due to low inventory and high demand for electric vehicles. Gerald Nissan of North Aurora, Illinois, was the only dealership willing to provide a quote for a total cost of $51,614.52 for the two vehicles, which is $10,644.24 under the proposed budget for Fiscal Year 2024. This quote also reflects a $6,400 rebate as part of the Nissan incentive for government fleets. Furthermore, these vehicles also qualify for a $7,500 Federal electric vehicle rebate per vehicle, which can be applied for at a later date. Staff requests to waive competitive bidding and recommend proceeding with the purchase immediately as vehicles are currently available, and this opportunity may change if authorization is postponed until Fiscal Year 2024.

To facilitate this purchase, it is necessary to amend the Public Works Fleet Budget Account #621-9003-550050 (VH9503 & VH9512) in the amount of $51,600.

RECOMMENDATION

Staff recommends that the Village Board waive competitive bidding and award the purchase of two Nissan Leafs to Gerald Nissan of North Aurora, Illinois, in an amount not-to-exceed $51,614.52 and approve the attached ordinance amending the 2023 budget and authorize staff to execute the necessary documents as these vehicles are currently available for purchase.

ATTACHMENTS:

Description	Type
Ordinance - BA03 Sedans 11 6 2023	Ordinance

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

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

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

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

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

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

Account Being Amended	Original	Amendment Incr./(Decr.)	Revised
621-9003-550050			
VH9503-VEHICLES	$780,779	$25,800	$806,579
VH9512-VEHICLES	0	$25,800	$25,800

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

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

AYES:

NAYS:

PASSED AND APPROVED THIS 6th of November, 2023.

_____
Village President

ATTEST:

_____
Village Clerk

Village Board
11/6/2023

Item: Somerset Courts Basin Repairs; Contract Award

Department: Public Works

BACKGROUND

Late in 2020, the Village was made aware that the existing basin to the west of Christina Court, named the Somerset Courts Basin, appeared to be overflowing east when the design overflow is to the south. In 2021, staff consulted with an engineering firm to evaluate existing topographical conditions of the Somerset Courts stormwater detention basin/wetland. It was determined that the basin is currently not graded as designed and improvements are necessary. In early 2023, plans were prepared to rebuild the eastern basin berm to the design elevation, restore the design capacity of the basin and reconstruct the outfall structure to allow for better functionality and maintenance.

The original intent was to include these repairs in the 2023 Backyard Drainage Improvements program, but it was removed from that program and made a stand-alone project due to the cost. Staff did not want the schedule of the Backyard Drainage Improvements program to be impacted by the addition of the new project.

On October 25, 2023, four (4) bids were publicly opened and read aloud. The bid tabulation is as follows:

Bidder	TOTAL BID
Midwest Excavators, LLC	$ 92,454.00
Mauro Sewer Construction	$109,950.00
Acura Inc.	$119,390.00
Martam Construction	$144,990.00

The engineer's estimate for the project was $78,500.00. Staff is recommending that Midwest Excavators, LLC be awarded the Somerset Courts Basin Repairs. A check of references through other municipalities confirmed that Midwest Excavators is a responsible bidder.

Construction is scheduled in 2024, as specified in the bid documents. The

current budget does not include separate funding for this project due to the reasons mentioned above. Staff is requesting the Board to approve the contract at this time, with the creation of the purchase order deferred until the new budget year in 2024 to utilize funding from the 2024 Storm Water Control Fund account #426-7101-550250. This account is used for stormwater maintenance activities.

RECOMMENDATION

It is recommended that the Village Board award the Somerset Courts Basin Repairs contract to Midwest Excavators, LLC of Hampshire, Illinois, in the amount of $92,454.00 and authorize staff to execute the necessary documents. It is understood that this approval is contingent upon approval of the 2024 budget.

Village Board
11/6/2023

Item: Evergreen Maude Storm Sewer Improvements; Contract Award and Budget Amendment Ordinance

Department: Public Works

BACKGROUND

This project consists of drainage improvements, including storm sewers and appurtenances, stormwater detention, drainage swales, and associated ancillary work as well as pavement resurfacing to help alleviate residential flooding. All work is contained within the public right-of-way or within public drainage and utility easements. This work will be located on Evergreen Avenue between Thomas Street and Lillian Avenue, and on Maude Avenue between Vail Avenue and Arlington Heights Road in the Arlington Knolls Subdivision. This project is the recipient of two (2) Illinois Department of Commerce and Economic Development (DCEO) grants totaling $845,000. The grant funding will be reimbursed upon completion of construction.

On October 25, 2023, nine (9) bids were publicly opened and read aloud. The bid tabulation is as follows:

Bidder	TOTAL BID
Mauro Sewer Construction	$ 999,813.25
John Neri Construction	$ 1,054,022.50
Bolder Contractors, Inc.	$ 1,092,478.50
Acura Inc.	$ 1,147,972.50
United Enterprise, LLC	$ 1,196,398.00
DiMeo Bros Inc.	$ 1,199,963.00
Everlast Blacktop	$ 1,238,580.69
Concept Plumbing	$ 1,242,625.50
Martam Construction	$ 1,247,265.00

The engineer's estimate for the project was $966,225.00. Staff is recommending that Mauro Sewer Construction, Inc. be awarded the Evergreen-Maude Storm Sewer Improvements project. Mauro Sewer Construction has performed work for the Village in the past and is deemed a responsible bidder.

The current Storm Water Control Fund budget includes $850,000 in Account #426-7101-550250 (SW2301) for construction. A budget amendment in the amount of $149,900 is needed to cover the additional cost of the contract. There are sufficient funds available in reserves to cover this cost increase.

RECOMMENDATION

It is recommended that the Village Board award the Evergreen-Maude Storm Sewer Improvements contract to Mauro Sewer Construction, Inc. of Des Plaines, Illinois, in the amount of $999,813.25 and authorize staff to execute the necessary documents.

It is also recommended that the Village Board approve the attached Ordinance amending the 2023 Storm Water Control Fund in the amount of $149,900.

ATTACHMENTS:

Description	Type
Ordinance-SW2301 Evergreen Maude Storm Sewers - Budget Amendment	Ordinance

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

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

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

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

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

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

Account Being Amended	Original	Amendment Incr./(Decr.)	Revised
426-7101-550250 (SW2301)	850,000	149,900	999,900

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

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

AYES:

NAYS:

PASSED AND APPROVED THIS 6th day of November 2023.

_____
Village President

ATTEST:

_____
Village Clerk

Village Board
11/6/2023

Item: 2023 DCEO - MFT Beverly/Rockwell/Ridge Roadway Rehab/Reconstruction - Bid Award and Budget Amendment Ordinance

Department: Public Works

BACKGROUND

The approved 2023 Capital Improvement Program includes $846,000 of MFT funding allocated for roadway improvements. After 4 years of hard work from staff, the Illinois Department of Commerce and Economic Opportunity (DCEO) awarded grant funding for two separate grants totaling $467,240 associated with Beverly Ln in 2022 and Rockwell St in 2023. The grant funding will be reimbursed upon completion of the construction.

The scope of work for this project consists of the reconstruction of two existing local roads (Beverly Ln and Ridge Ave) and rehabilitating one existing local road (Rockwell St). The project includes water main on Beverly Ln, combined sewer installation on Rockwell St, and new storm sewer installation on Ridge Ave. Reconstructed streets will be replaced with full-depth asphalt and the rehabilitated street will be widened and resurfaced. Work will include removals, earthwork, subbase granular base course, HMA binder and surface courses, intermittent sidewalk (including making all ramps ADA accessible), driveway pavements, intermittent drainage structure reconstruction or adjustments, sod restoration and all incidental and collateral work necessary to complete the street reconstruction and street rehabilitation project. Total length of proposed improvements are 0.87 miles (4570 LF).

On October 26, 2023, bids for the 2023 DCEO – MFT Beverly Lane Reconstruction / Water Main Rockwell Street Rehabilitation / Combined Sewer & Ridge Avenue Reconstruction,
On IDOT Section #20-00213-00-00-PV, were publicly opened and read aloud. The bid tabulation is as follows:

BIDDER	TOTAL BID
RW Dunteman Company	$2,972,000.00
Builder's Paving, LLC	$3,050,000.00
Arrow Road Construction	$3,273,990.55

ENGINEER'S ESTIMATE $2,534,418.35

R.W. Dunteman Company has submitted the low bid and has successfully completed projects of similar size and scope in surrounding communities.

If approved, this project will begin in early spring 2024, when weather conditions are appropriate. The project will be substantially complete in late August 2024. Funds are available in the following accounts:

Fund	Account Number	Amount
Motor Fuel Tax Fund	211-7101-550400 (ST9009)	$ 846,000
Capital Projects Fund	401-7101-550300 (ST9008)	$1,181,000
Storm Water Control Fund	426-7101-550250 (SW1520)	$ 318,200
		$2,345,200

A budget amendment totaling $626,800 is needed to cover the additional cost of the contract. To properly allocate the funding for the water main work, a budget amendment in the amount of $230,000 is requested for the Water & Sewer Fund, with the remaining $396,800 requested for the Capital Projects Fund. There are sufficient funds available in reserves to cover this cost increase.

RECOMMENDATION

It is recommended that the Village Board award the 2023 MFT Street Reconstruction Project contract to R.W. Dunteman Company of Addison, Illinois in the not-to-exceed amount of $2,972,000 and authorize staff to execute the necessary documents.

It is also recommended that the Village Board approve the attached Ordinance amending the 2023 Water & Sewer Fund in the amount of $230,000 and amending the 2023 Capital Projects Fund in the amount of $396,800.

ATTACHMENTS:

Description	Type
MFT2023 Beverly-Rockwell-Ridge Rehab/Recon Budget Amendment	Ordinance

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

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

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

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

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

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

Account Being Amended	Original	Amendment Incr./(Decr.)	Revised
505-9001-550250 (WA9001)	$4,216,682	$230,000	$4,446,682
401-7101-550300 (ST9008)	$6,565,190	$396,800	$6,961,990

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

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

AYES:

NAYS:

PASSED AND APPROVED THIS 6th day of November 2023.

_____
Village President

ATTEST:

_____
Village Clerk

Village Board
11/6/2023

Item: Ordinance Correction - Inclusionary Housing

Department: Planning & Community Development Department

INTRODUCTION

On August 3, 2020, the Village Board adopted the Village's Inclusionary Housing Ordinance (20-025). During discussions, the Board decided to apply a linkage fee to new homes and tear downs but not to apply the linkage fee to home additions.

The Covered Projects section of the Ordinance clearly states this intent as do the Inclusionary Housing Guidelines. Since the adoption of the Inclusionary Housing Ordinance, the linkage fee has consistently been applied to new homes on vacant lots, new subdivisions, and tear downs.

Recently, it came to Staff's attention that two words were omitted from one section of the Ordinance. When a discrepancy occurs in an ordinance, the most restrictive provision applies which reflects the intent of the ordinance.

On July 20, 2020, the Village Board approved the final draft of the Village's Inclusionary Housing Ordinance. At the conclusion of their discussion, the Village Board voted to place the final draft Ordinance (with no changes) on the next agenda on the Village Board for adoption. However, when the Ordinance was placed on the agenda for the August 3, 2020 Village Board meeting, for some unknown reason, two words were removed.

The section with the error is Village Code Chapter 7, Section 7-1706 Single Family Dwelling Units (One and Two Family Detached Dwellings) from which the two words "and units" were omitted in the August 3, 2020 version:

July 20, 2020 final approved draft version:
Section 7-1706 Single Family Dwelling Units (One and Two Family Detached Dwellings)

The requirement for new single family dwelling units and units built in place of an existing single-family dwelling unit that was torn down is payment of a

linkage fee of $3,500 per dwelling unit. This fee is due as part of the building permit fee. No actual affordable units are required.

August 3, 2020 adopted version:
Section 7-1706 Single Family Dwelling Units (One and Two Family Detached Dwellings)
The requirement for new single family dwelling units and units built in place of an existing single-family dwelling unit that was torn down is payment of a linkage fee of $3,500 per dwelling unit. This fee is due as part of the building permit fee. No actual affordable units are required.

It would be illogical to collect the fee on tear downs but not for new single family dwelling units and homes in new subdivisions. The fee established in Section 7-1706 is increased each year by the Consumer Price Index (CPI) for the Elgin-Chicago-Naperville area as per Section 7–1701 of the approved Inclusionary Housing Ordinance.

FURTHER EVIDENCE OF INTENT

The Village Board's intent to apply the Ordinance to new single family dwelling units and units built in place of tear downs is further evidences by Section 7-1704 Covered Development Projects.

January 13, 2020 Committee of the Whole. A draft of the Inclusionary Housing Ordinance was reviewed at this meeting. In this draft, there was a list of four (4) types of proposed covered projects:

a) all developments that result in new single-family dwelling (one or two family detached) dwelling units,
b) expansions/additions to existing single family dwelling units where the floor area of the dwelling unit increases by 50% or more,
c) new multi-family dwelling units, and
d) Senior Residential Communities.

At the January 13th meeting, the Village Board had no objections with respect to applying the requirements to new single family dwelling units or multi family dwelling units. However, there was extensive discussion concerning applying the requirements to expansions/additions of existing single family dwelling units and to Senior Residential Communities.

July 20, 2020 Village Board. At the July 20, 2020 Village Board meeting, Staff presented a final draft of the Ordinance. Staff explained that, as directed by the Village Board, new single family dwelling units and tear downs were retained in the covered projects in the Ordinance, but expansions/additions of single-family dwelling units and Senior Residential Communities were removed.

The text of this section as presented in the final draft Ordinance and which was adopted on August 3, 2020:
Section 7-1704 Covered Development Projects. The provisions of this Article shall apply to the following developments:

a. All developments that result in new single family (one and two family detached) dwelling units, and

b. New multi-family dwelling units.

Therefore, the evolution and adoption of Section 7-1704 Covered Development Projects supports applying the Inclusionary Housing Ordinance to all new single family dwelling units and correcting Section 7-1706 Single Family Dwelling Units (One and Two Family Detached Dwellings) by reinserting the mission two words "and units."

RECOMMENDATION

It is recommended that the Village Board amend Chapter 7, Section 7-1706 Single Family Dwelling Units (One and Two Family Detached Dwellings) of the Village Code to read as follows:

Section 7-1706 Single Family Dwelling Units (One and Two Family Detached Dwellings)
The requirement for new single family dwelling units and units built in place of an existing single-family dwelling unit that was torn down is payment of a linkage fee of $3,500 per dwelling unit. This fee is due as part of the building permit fee. No actual affordable units are required.

ATTACHMENTS:

Description	Type
Inclusionary Housing Ordinance Correction	Ordinance

AN ORDINANCE AMENDING SECTION 7-1706 OF
THE MUNICIPAL CODE OF THE VILLAGE OF ARLINGTON HEIGHTS
REGARDING THE INCLUSIONARY HOUSING ORDINANCE

WHEREAS, the Village of Arlington Heights is a home rule municipal corporation in accordance with Article VII, Section 6(a) of the Constitution of the State of Illinois of 1970; and

WHEREAS, the Village has the authority to adopt ordinances and to promulgate rules and regulations that pertain to its government and affairs; and

WHEREAS, pursuant to Section 7-1706 of the Municipal Code of Arlington Heights, Illinois, 1995, as amended (*"Village Code"*), to support and promote inclusionary housing, the Village imposes a fee related to the replacement of an existing single-family dwelling unit with new single-family units; and

WHEREAS, the President and Board of Trustees desire to amend Section 7-1706 of the Village Code to update and clarify its requirements; and

WHEREAS, the President and Board of Trustees have determined that it will serve and be in the best interests of the Village and its residents to amend Section 7-1706 of the Village Code pursuant to this Ordinance;

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

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

SECTION 2. SINGLE FAMILY DWELLING UNITS. Section 7-1706, titled "Single Family Dwelling Units (One and Two Family Detached Dwellings)," of Article XVII, titled "Inclusionary Housing Ordinance," of Chapter 7, titled "Other Village Government Provisions," of the Village Code is hereby amended further to read as follows:

> "**Section 7-1706 Single Family Dwelling Units (One and Two Family Detached Dwellings).**
>
> The requirement for new single family dwelling **units, and** units built in place of an existing single-family dwelling unit that was torn down**.** is payment of a linkage fee of $3,500 per dwelling unit. This fee is due as part of the building permit fees. No actual affordable units are required."

SECTION 3. SEVERABILITY. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance are to remain in full force and effect, and are to be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 4. PUBLICATION. The Village Clerk is hereby directed to publish this Ordinance in pamphlet form pursuant to the Statutes of the State of Illinois

SECTION 5. EFFECTIVE DATE. This Ordinance will be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of _____, 2023.

_____
Village President

ATTEST:

_____
Village Clerk

Village Board
11/6/2023

Item: Weber Drive Reconstruction - Phase 2 Intergovernmental Agreement

Department: Public Works

BACKGROUND

You are being asked to approve a resolution that would authorize the approval of an Intergovernmental Agreement between the Village of Arlington Heights and the City of Rolling Meadows for the local share of Phase 2 engineering design for the Weber Drive Roadway Reconstruction project from IL62 (Algonquin Rd) to Central Rd. The west half of the roadway right-of-way is under the jurisdiction of the City of Rolling Meadows, and the east half is under the jurisdiction of the Village of Arlington Heights.

The project has been earmarked $1.39 million in Federal STP funding for construction, as listed in the multi-year plan of the Northwest Council of Mayors. The City of Rolling Meadows will act as the lead Local Agency and the Village will contribute the revised cost share percentage detailed below:

Arlington Heights = 47.88%	$68,085.36
Rolling Meadows = 52.12%	$74,114.64

The City of Rolling Meadows intends to enter into a contract provided by their City Engineer, Christopher B. Burke Engineering, Inc. to perform Phase 2 engineering design for $142,200.00 as detailed in the Intergovernmental Agreement. The above cost sharing percentages will be maintained throughout the design and construction. Construction is estimated at $2,010,000 and is scheduled for 2025

The City of Rolling Meadows approved this Intergovernmental Agreement at its City Council meeting on August 8, 2023.

Funding for the Village's share of the Phase 2 engineering ($68,085.36) is available in the Capital Projects Fund account number 401-7101-550300 (ST2102).

RECOMMENDATION

It is recommended that the Village Board approve the attached Resolution Approving an Intergovernmental Agreement between the Village and the City of Rolling Meadows.

ATTACHMENTS:

Description	Type
Weber Drive IGA	Agreement
Resolution - IGA for Phase 2 Engineering	Resolution

INTERGOVERNMENTAL AGREEMENT FOR
"WEBER DRIVE" - ROADWAY ENGINEERING
PHASE II ENGINEERING SERVICES

THIS AGREEMENT entered into by and between the Village of Arlington Heights, a municipal corporation of the County of Cook, State of Illinois ("Village") and the City of Rolling Meadows, a municipal corporation of the County of Cook, State of Illinois ("City").

WITNESSETH

WHEREAS, the Village and City are home rule communities as provided in the 1970 Illinois Constitution; and

WHEREAS, the Illinois Constitution and Illinois Compiled Statutes provide authority for intergovernmental cooperation; and

WHEREAS, the City has obtained Surface Transportation Program (STP) federal funding assistance for the proposed multi-use path and roadway improvements located at Weber Drive, ("Improvements") and

WHEREAS, the Weber Drive roadway and easements are located within both the corporate limits of the Village and the City, and the roadway provides transportation benefits to residents of both, and other communities; and

WHEREAS, the necessary engineering services for the proposed Improvements may be approached more effectively and economically with the City and the Village cooperating and using their joint efforts and resources; and

WHEREAS, the Village and the City want to construct the Improvements; and

WHEREAS, the City has secured the services of an engineering consultant to perform Phase II Engineering work for the proposed Improvements; and

WHEREAS, it is in the best interests of the Village and the City to share equally in the engineering design services for the proposed Improvements; and

WHEREAS, the City and the Village desire to share equally in the future Phase III construction and engineering costs for the Improvements; and

WHEREAS, this Intergovernmental Agreement is authorized by the Illinois Constitution of 1970 and the Intergovernmental Cooperation Act of the State of Illinois (5 ILCS 220/1 et seq.), which provides for the execution of agreements and implementation of cooperative ventures between public agencies of the State of Illinois.

NOW, THEREFORE, in consideration of the foregoing, as well as the mutual covenants and agreements hereinafter set forth, the Village and the City hereby agree as follows:

SECTION ONE: The Recitals of set forth in this Agreement, are expressly made a part of this Agreement.

SECTION TWO: The City agrees as follows:

A. To enter into a contract for Phase II engineering design services with Christopher B. Burke Engineering, Ltd. for the proposed Weber Road Resurfacing & Multi-Use Path Improvement Project, at a total cost of $142,200.00

SECTION THREE: The Village hereby agrees to pay 47.88% of the cost for the engineering services, to the City of Rolling Meadows, within 30 days of appropriate receipt of an invoice from the City.

SECTION FOUR: All notices required to be sent to the Village shall be served by United States certified mail, postage prepaid, return receipt requested, to the Village Manager at the following address:

Village Manager
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

or by personal delivery of any such notice delivered to an employee of the Village at its administration offices during the regular business hours of the office.

All notices required hereunder, to be sent to the City shall be served in writing by United States certified mail, postage prepaid, return receipt requested, to the City Manager at the following address:

City Manager
City of Rolling Meadows
3600 Kirchoff Road
Rolling Meadows, Illinois 60008

or by personal delivery of any such notice delivered to an employee of the City at its administration offices during the regular business hours of the office.

SECTION FIVE: It is mutually understood and agreed that all agreements and covenants in this Agreement are severable and that in the event any of them shall be held to be invalid by any court of competent jurisdiction, this Agreement shall be interpreted as if such invalid provision were not contained in this Agreement.

SECTION SIX: Neither party may assign, transfer or otherwise convey its rights or obligations under this Agreement without the prior written consent of the other party. This Agreement shall be binding upon and inure to the benefit of any successor entity that may assume and perform the duties of either party.

SECTION SEVEN: This Agreement sets forth the entire understanding of the parties and may only be amended or modified by a written instrument signed by the parties except as otherwise provided herein.

SECTION EIGHT: If any provisions of this agreement are invalid for any reason, such invalidation shall not render invalid any provisions of this agreement which can be given effect without the invalid provision.

SECTION NINE: This agreement may be terminated by a majority vote of the corporate authorities of either the City or the Village and by sending a copy of the terminating resolution to the City or Village. Costs incurred by the City up until the date of termination are to be shared equally and paid by the Village within thirty (30) days of termination.

SECTION TWELVE: This agreement shall be construed in accordance with the law and constitution of the State of Illinois.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized officers this ____ day of _____ 2023.

CITY OF ROLLING MEADOWS

Mayor

ATTEST:

Deputy City Clerk

VILLAGE OF ARLINGTON HEIGHTS

Village President

ATTEST:

Village Clerk

VILLAGE OF ARLINGTON HEIGHTS

RESOLUTION NO. _____

A RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE CITY OF ROLLING MEADOWS

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

SECTION ONE: A certain Intergovernmental Agreement by and between the Village of Arlington Heights and the City of Rolling Meadows, related to Phase 2 engineering services for roadway improvements on Weber Drive (Old Wilke Road) from IL 62 (Algonquin Road) to Central Road, a true and correct copy of which is attached hereto, be and same is hereby approved.

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

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

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of _____, 2023

_____
Village President

ATTEST:

_____
Village Clerk

Village Board
11/6/2023

Item: Resolution - 6 N. Hickory Ave. License Agreement

Department: Planning & Community Development Department

The Village entered into a real estate contract to purchase 6 North Hickory; a portion of property located north of the 4 North Hickory mixed-use development currently under construction in the Hickory/Kensington TIF District. The developer is interested in the Village closing and acquiring the property pursuant to the purchase and sale agreement. However, a temporary ComEd electric pole was placed on the property to provide power during construction. Due to delays from the developer's contractor procuring the required switch gear, ComEd is unable to install the transformer, and therefore the temporary electric pole needs to remain on the property for a few more months. In order to close on the property, the Village is requiring the developer to enter into a license agreement for the use of the property for the temporary electric service.

Recommendation

It is recommended that the Village Board approve the resolution, approving a license agreement with 4 North Hickory, LLC, and authorize the Village Manager to execute the license agreement.

ATTACHMENTS:

Description	Type
Resolution - 6 N Hickory License Agreement	Resolution
6 N Hickory - Non-Exclusive Special License Agreement	Agreement

VILLAGE OF ARLINGTON HEIGHTS

RESOLUTION NO. _____

RESOLUTION APPROVING A LICENSE AGREEMENT WITH 4 N. HICKORY, LLC

WHEREAS, 4 N. Hickory, LLC ("*Licensee*") is the record title owner of (i) that certain real property commonly known as 4 North Hickory Street in the Village ("*Licensee Property*"), and that certain real property that is adjacent to and immediately north of the Licensee Property, commonly known as 6 North Hickory Street in the Village ("*Village Property*"); and

WHEREAS, the Village and the Licensee have entered into a real estate contract for the sale by the Licensee to the Village of the Village Property ("*Real Estate Contract*"); and

WHEREAS, in support of its development of the Licensee Property, the Licensee desires to maintain an electric pole on the Village Property following the closing of the sale of the Village Property to the Village; and

WHEREAS, the Village and the Licensee desire to enter into an agreement to grant a license to the Licensee to maintain the electric pole on the Village Property ("*License Agreement*"); and

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

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

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

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

SECTION 3. EXECUTION OF LICENSE AGREEMENT. The Village Manager and the Village Clerk are hereby authorized and directed to execute and attest, on behalf of the Village, the License Agreement upon receipt by the Village Clerk of at least one original copy of the License Agreement executed by the Licensee; provided, however, that if the executed copy of the License Agreement is not received by the Village Clerk within 30 days after the effective date of this Resolution, then this authority to execute and attest will, at the option of the President and Board of Trustees, be null and void.

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

[SIGNATURE PAGE FOLLOWS]

AYES:

NAYS:

PASSED AND APPROVED this ___ day of November, 2023.

_____
Village President

ATTEST:

_____
Village Clerk

EXHIBIT A

LICENSE AGREEMENT

NON-EXCLUSIVE SPECIAL LICENSE AGREEMENT

THIS NON-EXCLUSIVE SPECIAL LICENSE AGREEMENT (***"Agreement"***), dated as of this ____ day of November, 2023 (***"Effective Date"***), is by and between the **VILLAGE OF ARLINGTON HEIGHTS**, an Illinois home rule municipal corporation (***"Village"***), and **4 N HICKORY, LLC**, an Illinois limited liability company (***"Licensee"***).

NOW THEREFORE, in consideration of the recitals, mutual covenants, and agreements set forth herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties do hereby mutually agree as follows:

SECTION 1. RECITALS.

A. The Licensee is the owner of that certain parcel of real property commonly known as 4 North Hickory Street, Arlington Heights, Illinois (***"Licensee Property"***).

B. The Village is the owner of that certain parcel of real property that is adjacent to and immediately north of the Licensee Property, commonly known as 6 North Hickory Street, Arlington Heights, Illinois (***"Village Property"***). The Licensee is the prior owner of the Village Property.

C. The Licensee desires to construct a five-story mixed-use retail and residential building (***"Proposed Building"***) on the Licensee Property.

D. In connection with its construction of the Proposed Building, the Licensee has installed a temporary electric pole (***"Pole"***) within that portion of the Village Property depicted in **Exhibit A** to this Agreement (collectively, the ***"Licensed Premises"***).

E. The Village and the Licensee desire to enter into this Agreement to set forth their respective rights and responsibilities regarding the maintenance and removal of the Pole within the Licensed Premises.

SECTION 2. GRANT AND TERM OF LICENSE.

A. Grant of License. Subject to the terms and conditions set forth in this Agreement, the Village hereby grants to the Licensee, and the Licensee hereby accepts, a non-exclusive revocable license, for the benefit of the Licensee Property, for the installation and maintenance of the Pole within the Licensed Premises, pursuant to and in strict accordance with the terms and provisions of this Agreement (***"License"***). The Licensee acknowledges and agrees that nothing in this Agreement is to be interpreted to provide a license to the Licensee to alter the Licensed Premises or the Village Property in any way other than for the installation and maintenance of the Pole in accordance with this Agreement.

B. Limitation of Interest. Except for the License granted pursuant to this Agreement, the Licensee does not, and will not, have legal, beneficial, or equitable interest, whether by adverse possession or prescription or otherwise, in the Licensed Premises.

SECTION 3. MAINTENANCE OF THE POLE AND THE LICENSED PREMISES.

A. Maintenance.

1. Acknowledgment of Licensee Obligations. The Licensee acknowledges and agrees that the Licensee, and not the Village, is and will be solely responsible at all times for the maintenance, repair, and replacement of the Pole.

2. Maintenance in Proper and Working Condition.

a. At all times during the License Term (as defined in Section 9.A of this Agreement), the Licensee must keep the Pole and the Licensed Premises reasonably free of any dangerous natural condition so as to avoid and prevent any and all hazards to the public.

b. At all times during the License Term, the Licensee must, in addition to its obligations set forth in Section 3.A.2.a of this Agreement, keep the Pole in its proper and working condition.

3. Repair of Public Improvements. The Licensee must repair any publicly-owned improvements in the Village Property (including, without limitation, trees) that are damaged by, or as a result of the location, or by the maintenance by the Licensee, of the Pole.

B. Compliance with Laws. The Licensee must keep the Pole and the Licensed Premises in compliance at all times with all applicable federal, state and Village laws, statutes, codes, ordinances, resolutions, rules, and regulations, as the same have been or may be amended from time to time.

C. Abatement of Dangerous Condition. In the event the Pole threatens the public health and safety, the Licensee agrees that: (a) the Village will have the right, but not the obligation, to take all necessary action to abate the dangerous condition; and (b) the Licensee, as the case may be, must reimburse the Village for all costs incurred by the Village in the performance of such abatement.

SECTION 4. RESERVATION OF RIGHTS.

The Village hereby reserves the right to use the Village Property in any manner that will not prevent, impede, or interfere in any way with the exercise by Licensee of the rights granted pursuant to this Agreement. The Village has the right to grant other non-exclusive licenses or easements, including, without limitation, licenses or easements for utility purposes, over, along, upon, or across the Village Property. The Village further reserves its right of full and normal access to the Village Property for the maintenance of any existing or future utility located thereon.

SECTION 5. LIENS.

The Licensee hereby represents and warrants that it will take all necessary action to keep all portions of the Village Property free and clear of all liens, claims, and demands, including without limitation mechanic's liens, in connection with any work performed by the Licensee or its agents on the Licensed Premises.

SECTION 6. REIMBURSEMENT OF VILLAGE COSTS.

In addition to any other costs, payments, fees, charges, contributions, or dedications required under applicable Village codes, ordinances, resolutions, rules, or regulations, the Licensee must pay to the Village, promptly upon presentation of a written demand or demands therefor, all costs incurred by the Village in connection with any inspection of the Pole, if any. Payment of all such fees, costs, and expenses for which demand has been made must be made by a certified or cashier's check.

SECTION 7. LIABILITY AND INDEMNITY OF VILLAGE.

A. Maintenance of Licensed Premises by Village. The Licensee acknowledges and agrees that the Village is not, and will not be, liable for any damage that may occur to the Pole as a result of the Village's necessary maintenance responsibilities with regard to the Village Property. Any maintenance, repair or replacement of the Pole necessary as a result of such Village maintenance or other work will be at the sole cost and expense of the Licensee.

B. Village Review. The Licensee acknowledges and agrees that the Village is not, and will not be, in any way liable for any damages or injuries that may be sustained as the result of the Village's review and approval of any plans for the Pole, or the issuance of any approvals, permits, certificates, or acceptances for the installation, or maintenance of the Pole, and that the Village's review and approval of any such plans and the Pole and issuance of any such approvals, permits, certificates, or acceptances does not, and will not, in any way, be deemed to insure the Licensee or any of its successors, assigns, tenants and licensees, or any third party, against damage or injury of any kind at any time.

C. Indemnity. The Licensee agrees to, and does hereby, hold harmless and indemnify the Village and all Village elected or appointed officials, officers, employees, agents, representatives, engineers, and attorneys, from any and all claims that may be asserted at any time against any of those parties in connection with: (i) the installation, maintenance, repair or replacement of any portion of the Pole or the Licensed Premises; or (ii) the Licensee's performance of, or failure to perform, its obligations under this Agreement (collectively, ***"Indemnified Claims"***), whether or not any such Indemnified Claim is due or claimed to be due in whole or in part to the active, passive, or concurrent negligence or willful misconduct or fault of the Licensee; provided, however, that this indemnity does not and will not apply to willful misconduct or gross negligence on the part of the Village.

D. Defense Expense. The Licensee, only as to its own acts or omissions, must, and does hereby agree to, pay all expenses, including legal fees and administrative expenses, incurred by the Village in defending itself with regard to any and all of the Indemnified Claims.

SECTION 8. [RESERVED].

SECTION 9. TERM, TERMINATION AND RESTORATION.

A. Term. This License is for a term commencing on the Effective Date of this Agreement and ending on January 15, 2024, subject to a termination event as described in Section 9.B.1 of this Agreement (***"License Term"***). The License Term may be extended by mutual written agreement of the Licensee and the Village Manager.

B. Termination of License; Restoration of Licensed Premises.

1. Termination Event. Notwithstanding anything to the contrary in this Agreement, and without prejudice to any other rights and remedies available pursuant to Section 10 of this Agreement, either the Licensee or the Village may terminate this Agreement at any time upon the violation of any provision of this Agreement by the other party, by providing the other parties with 30 days prior written notice and an opportunity to cure the violation. Further, the Licensee may terminate this Agreement at any time without cause by providing the Village with 30 days prior written notice.

2. Restoration of Licensed Premises.

a. Licensee Obligation. Upon termination of this Agreement, the Licensee, at its sole cost and expense, must restore the Licensed Premises as nearly as practicable to its condition as of the Effective Date, including, without limitation: (1) removal of the Pole; (2) replacement and grading of all topsoil removed by the Licensee; (3) restoration of all fences, plantings, landscaping, and improvements as nearly as practicable to the condition immediately preceding the installation of the Pole, if disturbed, damaged, or removed by the Licensee; (4) replacement of any and all sod removed by the Licensee with sod of like quality; and (5) replacement of any and all natural grass removed by the Licensee by seeding with a good quality seed.

b. Failure to Restore. In the event that the Licensee fails or refuses to repair, replace, and restore the Licensed Premises or any Village-owned property that is disturbed, damaged, or removed by the Licensee, in accordance with Section 9.B.2.a of this Agreement, the Village will have the right, but not the obligation, to perform and complete the repair, restoration, and/or replacement, and to charge the Licensee for all costs and expenses, including legal and administrative costs incurred by the Village, for such work. If the Licensee does not fully reimburse the Village for such costs, then the Village will have the right to (i) refuse to issue a certificate of occupancy for the Proposed Building, and (ii) refuse to disburse any tax-increment financing funds, or other funds, as may be contemplated or provided in previous agreements between the Village and the Licensee. The rights and remedies provided in this Section 9.B.2.b are in addition to, and not in limitation of, any other rights and remedies otherwise available to the Village.

C. Survival of Obligations. All obligations of the Licensee pursuant to this Agreement that have not been fully performed as of the termination of this Agreement will survive such termination, including, without limitation, the liability and indemnity obligations set forth in Section 7 of this Agreement, and the restoration obligations set forth in Section 9.B of this Agreement.

SECTION 10. ENFORCEMENT.

A. Enforcement. The Village and the Licensee may, in law or in equity, by suit, action, mandamus or any other proceeding, including, without limitation, specific performance, enforce or compel the performance of this Agreement; provided, however, that the Licensee agrees that it will not seek, and does not have the right to seek, recovery of a judgment for monetary

damages against the Village or any Village elected or appointed officials, agents, representatives, attorneys or employees on account of the negotiation, execution, or breach of any of the terms and conditions of this Agreement.

B. Prevailing Party. In the event of a judicial proceeding brought by any party against another party or parties, the prevailing party in the judicial proceeding will be entitled to reimbursement from the unsuccessful party or parties of all costs and expenses, including reasonable attorneys' fees, incurred in connection with the judicial proceeding.

SECTION 11. GENERAL PROVISIONS.

A. Notices. All notices required or permitted to be given under this Agreement must be given by the parties by: (i) personal delivery; (ii) deposit in the United States mail, enclosed in a sealed envelope with first class postage thereon; or (iii) deposit with a nationally recognized overnight delivery service, addressed as stated in this Section 11.A. The address of any party may be changed by written notice to the other parties. Any mailed notice will be deemed to have been given and received within three days after the same has been mailed and any notice given by overnight courier will be deemed to have been given and received within 24 hours after deposit. Notices and communications to the parties must be addressed to, and delivered at, the following addresses:

If to the Village: Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005
Attention: Village Manager

with a copy to: Elrod Friedman LLP
325 North LaSalle Street, Suite 450
Chicago, IL 60654
Attention: Hart M. Passman, Village Attorney

If to the Licensee: 4 N Hickory LLC
c/o Benchmark Developers, Inc.
725 East Dundee Road, Ste. 206
Arlington Heights, IL 60004

with a copy to: SWK Attorneys at Law
Attn: Mark Lenz
500 Skokie Boulevard, Ste. 600
Northbrook, IL 60062

B. Time of the Essence. Time is of the essence in the performance of all of the terms and conditions of this Agreement.

C. Amendments. No amendment or modification to this Agreement will be effective until it is reduced to writing and approved and executed by all parties to this Agreement in accordance with all applicable statutory procedures.

D. **Authority to Execute.** The Village hereby warrants and represents to the Licensee that the persons executing this Agreement on its behalf have been properly authorized to do so by the Village. The Licensee hereby warrants and represents to the Village that the Licensee has the full and complete right, power, and authority to enter into this Agreement and to agree to the terms, provisions, and conditions set forth in this Agreement.

E. **Rights Cumulative.** Unless expressly provided to the contrary in this Agreement, each and every one of the rights, remedies, and benefits provided by this Agreement are cumulative and are not exclusive of any other such rights, remedies, and benefits allowed by law.

F. **Non-Waiver.** The Village is not, and will not be, under any obligation to exercise any of the rights granted to it in this Agreement. The failure of the Village to exercise at any time any right granted to the Village is not to be deemed or construed to be a waiver of that right, nor will the failure void or affect the Village's right to enforce that right or any other right.

G. **Governing Law.** This Agreement is to be governed by, construed, and enforced in accordance with the internal laws, but not the conflicts of laws rules, of the State of Illinois.

H. **Severability.** If any provision of this Agreement is construed or held to be void, invalid, illegal, or unenforceable in any respect, the remaining part of that provision and the remaining provisions of this Agreement is not to be affected, impaired, or invalidated thereby, but is to remain in full force and effect. The unenforceability of any provision of this Agreement will not affect the enforceability of that provision in any other situation.

I. **Entire Agreement.** This Agreement constitutes the entire agreement between the parties and supersedes any and all prior agreements and negotiations between the parties, whether written or oral, relating to the License granted pursuant to this Agreement.

J. **Interpretation.** This Agreement is to be construed without regard to the identity of the party who drafted the various provisions of this Agreement. Moreover, each and every provision of this Agreement is to be construed as though all parties participated equally in the drafting of this Agreement. As a result of the foregoing, any rule or construction that a document is to be construed against the drafting party is not applicable to this Agreement.

K. **Exhibit.** Exhibit A attached hereto is, by this reference, incorporated in and made a part of this Agreement. In the event of a conflict between the exhibit and the text of this Agreement, the text of this Agreement will control.

L. **No Third-Party Beneficiaries.** No claim as a third-party beneficiary under this Agreement by any person may be made, or be valid, against the Village or the Licensee.

M. **Counterparts.** This Agreement may be executed in counterparts, each of which will be deemed to constitute a duly authorized original.

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be executed, effective as of the date first written above.

ATTEST: **VILLAGE OF ARLINGTON HEIGHTS,**

an Illinois home rule municipal corporation

By: _____
Randall R. Recklaus
Its: Village Manager

_____
Rebecca Hume, Village Clerk

ATTEST:

4 N HICKORY, LLC,
an Illinois limited liability company

By: _____
Its: _____

By: Biagio Pecoraro
Its: Manager

EXHIBIT A

DEPICTION OF THE LICENSED PREMISES

Village Board
11/6/2023

Item: IDOT Resolution for Improvement 2023 Street Reconstruction & Utility Improvements on Beverly Lane, Rockwell Street and Ridge Avenue Project

Department: Public Works

BACKGROUND

As part of the 2023 budget process, the Motor Fuel Tax (MFT) fund included funds for 2023 Street Reconstruction Project. In March 2023, $2,954,000.00 was appropriated for the annual 2023 MFT Street Reconstruction Program. The remaining $846,000 of the MFT budget will be used towards the 2023 DCEO-MFT Beverly Lane Reconstruction / Water Main Rockwell Street Rehabilitation / Combined Sewer & Ridge Avenue Reconstruction Project

Attached is the Illinois Department of Transportation (IDOT) Motor Fuel Tax Resolution for Maintenance Under the Illinois Highway Code appropriating funds for the 2023 DCEO-MFT Beverly Lane Reconstruction / Water Main Rockwell Street Rehabilitation / Combined Sewer & Ridge Avenue Reconstruction Project. Funding for this project is in the approved 2023 Budget under MFT Account No. 211-7101-550400 Project # ST9009.

RECOMMENDATION

It is recommended that the Village Board adopt the Construction Resolution for Improvement by Municipality Under the Illinois Highway Code and appropriate $846,000 and authorize Staff to execute the necessary submittals.

ATTACHMENTS:

Description	Type
IDOT Resollution for Improvement 20-00213-00-PV; Beverly Lane, Rockwell Street, Ridge Avenue	Resolution

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?

☐ Yes ☒ No

Resolution Type	Resolution Number	Section Number
Original		20-00213-00-PV

BE IT RESOLVED, by the President and Board of Trustees (Governing Body Type) of the Village (Local Public Agency Type) of Arlington Heights (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Beverly Lane	0.13		Rockwell St	Fairview St
Rockwell Street	0.42		Arlington Heights Rd	Lincoln Ln
Ridge Avenue	0.32		Euclid Ave	Elm Ln

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

The scope of work for this project consists of the reconstruction of two existing local roads (Beverly Ln and Ridge Ave) and rehabilitating one existing local road (Rockwell St). The project includes water main on Beverly Ln, combined sewer installation on Rockwell St, and new storm sewer installation on Ridge Ave. Reconstructed streets will be replaced with full-depth asphalt and the rehabilitated street will be widened and resurfaced. Work will include removals, earthwork, subbase granular base course, HMA binder and surface courses, intermittent sidewalk (including making all ramps ADA accessible), driveway pavements, intermittent drainage structure reconstruction or adjustments, sod restoration and all incidental and collateral work necessary to complete the street reconstruction and street rehabilitation project. Total length of proposed improvements are 0.87 miles (4570 LF).

2. That there is hereby appropriated the sum of Eight hundred and forty-six _____ Dollars ($846,000.00) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, _____ (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type) of Arlington Heights (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by President and Board of Trustees (Governing Body Type) of Arlington Heights (Name of Local Public Agency) at a meeting held on November 06, 2023 (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax(MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement the resolution covers.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
Name Street/Road	Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route	Insert the Route number on which the structure is located.
Location	Insert the location of the structure.
Feature Crossed	Insert the feature the structure crosses.
1	Insert a description of the major items of work of the proposed improvement.
2	Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().

Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

Village Board
11/6/2023

Item: Resolution - Illinois Attorney General - Organized Retail Crime Grant Program

Department: Police

The Arlington Heights Police Department submitted for grant funding from the Illinois Attorney General, under the Organized Retail Crime Grant Program. Funds under this program are directed towards operational activities aimed at reducing retail crime, both locally and regionally, enhance the collaboration among law enforcement partners and support on-going efforts in organized retail crime investigations. The Department received notification of funding award in the amount of $183,000.00. Expenditure of award funds must be completed prior to June 30, 2024.

Recommendation
It is recommended that the Village Board accept the Illinois Attorney General – Organized Retail Crime Grant Program agreement in the amount of $183,000.00 and authorize the Village Manager to enter into a grant agreement with the Office of Attorney General.

ATTACHMENTS:

Description	Type
IL ORC Grant Program Agreement	Agreement
Resolution Organized Retail Crime Grant Program	Resolution

OFFICE OF THE ATTORNEY GENERAL
STATE OF ILLINOIS

KWAME RAOUL
ATTORNEY GENERAL

ORGANIZED RETAIL CRIME GRANT PROGRAM
GRANT AGREEMENT

This agreement, made this_____day of _____ , 2023, by and between the State of Illinois represented by the Attorney General of the State of Illinois, hereinafter referred to as Administrator, and, Arlington Heights Police Department, an Illinois governmental agency hereinafter referred to as Grantee, witnesseth:

WHEREAS, pursuant to Article 44, Section 85 of Public Act 102-0698, effective July 1, 2022 (Public Act 102-0698, effective July 1, 2022) (the Public Act), the Illinois General Assembly has appropriated from the General Revenue Fund to the Attorney General the sum of $5,000,000, or so much thereof as may be necessary, for grants to law enforcement agencies to investigate and prosecute organized retail crime.

WHEREAS, Grantee has submitted to the Administrator a grant proposal dated, not signed, together with plans and specifications State of Illinois, as contemplated by the Public Act; and

WHEREAS, the grant proposal is acceptable to the Administrator and appears to comport with all applicable standards and procedures; and

WHEREAS, the Administrator desires that Grantee perform services as hereinafter set forth in accordance with the terms and conditions hereinafter provided;

NOW, THEREFORE, pursuant to and for the purpose of carrying out the provisions of the Public Act and in consideration of Grantee's representations contained in its grant proposal dated, not signed, and of the benefits to accrue to the People of the State of Illinois from the accomplishment of the project detailed in said grant proposal, the parties hereto mutually promise and agree as follows:

1. TERM. The term of this Agreement is for a period of 12 months, commencing July 1, 2023, and ending June 30, 2024, unless sooner terminated as herein provided.

2. PROVISION OF SERVICES AND GRANT ADMINISTRATION. Grantee agrees as follows:

(a) Grantee shall operate a program in accordance with "Program Description and "Clients Served" of the application submitted to the Administrator;

(b) Grantee shall use $183,000.00 as outlined in the Budget of the application. Funds are available to program expenditures as shown in the Budget, Exhibit A.

(c) Grantee shall maintain an accounting system that substantially comports with the requirements set forth in the provisions of Title 89, Section 1100.200 of the Illinois Administrative Code (89 Ill. Adm. Code §1100.200);

(d) Grantee shall submit to the Administrator financial and activity reports by July 15, 2023 or at the completion of the funded project, whichever comes first. Such reports shall be on forms specified by the Administrator. All reporting forms must be received by the Administrator no later than July 15, 2023. Such reports shall substantially comport with Title 89, Section 1100.270 (a) and (b) of the Illinois Administrative Code (89 Ill. Adm. Code §1100.270 (a) and (b)). Failure to comply with the deadlines for filing reports may result in the delay of payment, the withholding or suspension of the distribution of funds, or the termination of this Agreement.

(e) Grantee shall permit agents of the Administrator to inspect the financial records of Grantee as they relate to this Agreement; and

(f) Grantee shall permit agents of the Administrator to enter the premises of Grantee to observe the operation of Grantee's program. The Administrator shall give Grantee reasonable notice of intent to enter for purposes of observing, and such observation shall not unreasonably interfere with the conduct of Grantee in the providing of its services.

3. GRANT AWARD. Administrator agrees to contribute and provide financial support to Grantee in the amount of $183,000.00. Grantee agrees to use such funds solely for the provision of services as specified in paragraph 2 of this Agreement and strictly in accordance with the project budget, which is attached hereto, marked as "Exhibit A," and by reference incorporated herein, unless Grantee has otherwise modified the program or provision of services, in accordance with paragraph four (4) of this Grant Agreement. Administrator shall complete processing before August 30, 2023, on the conditions that sufficient funds have been deposited and that such funds have been appropriated for the purposes of this Agreement by the General Assembly of the State of Illinois and are available to the Administrator for disbursement for purposes of this Grant Agreement.

4. MODIFICATION OF PROGRAM. Grantee shall not change, modify, revise, alter, amend, or delete any part of the services it has agreed to provide or change, alter, or extend

the time constraints for the provision of such services as provided herein unless it shall have first obtained the written consent for such change, modification, revision, alteration, amendment, deletion, or extension from the Administrator. Furthermore, unless Grantee obtains the prior written consent of the Administrator, Grantee shall not do or cause to be done any of the following:

(a) Incur any expense or financial obligation from the grant award except as authorized by and provided in paragraph 2 and the project budget, which is attached hereto, marked as "Exhibit A," and by reference incorporated herein;

(b) Incur expenses or financial obligations from such grant award in any line item category of such project budget in excess of the amount provided in such line item category; or

(c) Transfer any money from one line item category of such project budget to another line item category of such project budget except that a total amount of less than $1,000 may be transferred within the budget without prior consent if done substantially in accordance with the requirements and restrictions of Title 89, Sections 1100.230 (e) (2) (A) – (E) of the Illinois Administrative Code (89 Ill. Adm. Code §1100.230 (e)(2)(A) – (E)).

5. ASSIGNMENT. Grantee shall make no assignment of this Agreement or of any right accruing under this Agreement or of any monies granted to Grantee pursuant to this Agreement without the written consent of the Administrator.

6. TERMINATION OF AGREEMENT. This Agreement may be terminated and canceled for cause by the Administrator, by giving written notice to Grantee thirty (30) days in advance of such termination and cancellation, delivered by certified mail, return receipt requested, to Grantee as hereinafter provided. In the event that this Agreement is terminated prior to the expiration date, Grantee shall promptly return to Administrator all unexpended or lapsed funds, as provided in the rules promulgated by the Administrator for the implementation of the Violent Crime Victims Assistance Fund.

7. EXPENDITURE OF GRANT FUNDS.

(a) All grant funds awarded hereunder shall be expended within the term of this Grant Agreement. Any grant funds not expended or legally obligated by the end of the term of this Grant Agreement must be returned to the Administrator within forty-five (45) days after the end of the term of this Grant Agreement. This Grant Agreement is subject to the Illinois Grant Funds Recovery Act (30 ILCS 705/1 *et seq*.)

(b) Grantee agrees that neither it nor its employees shall:

1) knowingly use grant funds, or good or services purchased with grant funds, to engage, either directly or indirectly, in a prohibited political activity; or

2) be knowingly compensated from grant funds for time spent engaging in a prohibited political activity.

For purposes of this paragraph, "prohibited political activity" has the meaning established in Section 1-5 of the State Officials and Employees Ethics Act (5 ILCS 430/1-5). Grantee acknowledges that a knowing violation of this paragraph is a business offense and that Grantee may be fined up to $5,000.

8. SEVERABILITY. This Agreement and all provisions hereof are intended to be whole and entire, and no provision or any part hereof is intended to be severable. This Agreement contains all the terms and conditions agreed upon by the parties hereto, and no other Agreements, oral or otherwise, regarding the subject matter of the Agreement, shall be deemed to exist or bind any party hereto.

9. CHARITABLE ORGANIZATION STATUS. Grantee certifies that it is not a charitable organization subject to Illinois' Charitable Trust Act (760 ILCS 55/1 *et seq*.) and the Solicitation For Charity Act (225 ILCS 460/0.01 *et seq*.), and, if subject to either of these Acts, that all appropriate registration materials and annual reports have been filed with the Attorney General's Charitable Trust Bureau. Grantee, if subject to either of these Acts, agrees to notify the Administrator of the filing of appropriate registration materials and annual reports with the Attorney General's Charitable Trust Bureau that occurs after the date of this Agreement. Failure to timely submit all appropriate materials and reports to the Charitable Trust Bureau may result in the delay of payment, the withholding or suspension of the distribution of funds, or the termination of this Agreement.

CONFLICT OF INTEREST. Grantee agrees to comply with the provisions of the Illinois Procurement Code (Procurement Code) prohibiting conflicts of interest (30 ILCS 500/50-13) and the Attorney General's rules relating to ethics (44 Ill. Adm. Code §§1300.5013 through 1300.5035); and all the terms, conditions, and provisions of those sections apply to this Agreement and are made a part of this Agreement the same as though they were incorporated and included herein.

10. DISCRIMINATION.

(a) The provisions of Public Works Employment Discrimination Act (775 ILCS 10/0.01 *et seq*.) are applicable to this contract.

(b) Grantee hereby agrees to:

1) Refrain from unlawful discrimination and discrimination based on citizenship status in employment and undertake affirmative action to assure equality of employment opportunity and eliminate the effects of past discrimination;

2) Comply with the procedures and requirements of the regulations of the Department of Human Rights concerning equal employment opportunities and affirmative action; and

3) Provide such information, with respect to its employees and applicants for employment, and assistance as the Department of Human Rights may reasonably request. 775 ILCS 5/2-105.

(c) The Americans with Disabilities Act of 1990 (42 U.S.C. §12101 et seq.) and the regulations promulgated thereunder (28 C.F.R. §35.130), hereinafter collectively referred to as the "ADA," prohibit discrimination against persons with disabilities by the State, whether directly or through contractual arrangements, in the provision of any aid, benefit, or service. As a condition to this Special Project Grant Agreement, Grantee certifies that services, programs, activities provided under this Special Project Grant Agreement are and will continue to be in compliance with the ADA.

11. SEXUAL HARASSMENT POLICIES. Grantee agrees to establish and maintain written sexual harassment policies that shall include, at a minimum, the following information: (i) the illegality of sexual harassment; (ii) the definition of "sexual harassment" under State law; (iii) a description of sexual harassment, utilizing examples; (iv) the grantee's internal complaint process including penalties; (v) the legal recourse, investigative and complaint process available through the Department of Human Rights and the Human Rights Commission; (vi) directions on how to contact the Department of Human Rights and the Human Rights Commission; and (vii) protection against retaliation as provided by section 6-101 of the Illinois Human Rights Act (775 ILCS 5/6-101). 775 ILCS 5/2-105(A)(4).

12. IMMIGRATION REFORM AND CONTROL ACT OF 1986. Grantee hereby certifies that, to the extent applicable to this Agreement, Grantee has complied with the provisions and requirements of the Immigration Reform and Control Act of 1986 (Public Law 99-603, effective November 6, 1986).

13. BRIBERY. Grantee hereby certifies that neither it nor any of its authorized agents has been convicted or made an admission as a matter of record of having bribed or attempted to bribe an officer or employee of any federal, State, or local governmental entity. 30 ILCS 500/50-5. Grantee acknowledges that the Administrator may declare this contract void if this certification is false.

14. FELONY CONVICTION. Grantee certifies that it is not barred from being awarded a contract or subcontract under Section 50-10 of the Procurement Code (30 ILCS 500/50-10), which prohibits a person or business convicted of a felony from doing business with the State of Illinois or any State agency from the date of conviction until five (5) years after the completion of the sentence for that felony, unless the person(s) held responsible by a prosecutorial office for the facts upon which the conviction was based has no involvement with the business. Grantee acknowledges that the Administrator may declare this contract void if this certification is false.

15. SARBANES-OXLEY ACT. Grantee certifies that it is not barred from being awarded a contract under Section 50-10.5 of the Procurement Code (30 ILCS 500/50-10.5), which prohibits a business from bidding on or entering into a contract or subcontract under the Procurement Code, if the business or any officer, director, partner, or other managerial agent of the business has been convicted of a felony under the Sarbanes-Oxley Act of 2002 (15 U.S.C.

§7201 et seq.) or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953 (815 ILCS 5/1 et seq.) for a period of five (5) years prior to the date of the bid or contract. Grantee acknowledges that the Administrator shall declare this contract void if this certification is false.

16. NON-ASSISTANCE CERTIFICATION. Grantee certifies that it is not barred from being awarded a contract under Section 50-10.5(e) of the Procurement Code (30 ILCS 500/50-10.5(e)), which prohibits a person or business from bidding on or entering into a contract with the State if the person or business:

(a) assisted the State or the Administrator in determining whether there is a need for the contract except as part of a response to a publicly issued request for information; or

(b) assisted the State or the Administrator by reviewing, drafting, or preparing any invitation for bids, a request for proposal, or request for information or provided similar assistance, except as part of a publicly issued opportunity to review drafts of all or part of these documents.

For purposes of this Certification, "business" includes all individuals with whom a business is affiliated, including, but not limited to, any officer, agent, employee, consultant, independent contractor, director, partner, manager, or shareholder of business.

17. DEBT DELINQUENCY. Grantee certifies that neither it nor any of its affiliates is barred from entering into a contract or subcontract under Section 50-11 of the Procurement Code (30 ILCS 500/50-11), which prohibits any person who knows or should know that he or she or any affiliate is delinquent in the payment of any debt to the State from entering into a contract with a State agency, unless that person or affiliate of that person, has entered into a deferred payment plan to pay off the debt. Grantee acknowledges that the Administrator may declare this contract void if this certification is false.

18. USE TAX. Grantee certifies that neither it nor any of its affiliates is barred from entering into a contract or subcontract under Section 50-12 of the Procurement Code (30 ILCS 500/50-12), which prohibits a person from entering into a contract with a State agency, unless the person and all of the person's affiliates collect and remit Illinois Use Tax on all sales of tangible personal property into the State of Illinois in accordance with the provisions of Illinois' Use Tax Act (35 ILCS 105/1 et seq.) regardless of whether the person or affiliate is a "retailer maintaining a place of business within Illinois." Grantee acknowledges that the Administrator may declare this contract void if this certification is false.

19. ENVIRONMENTAL PROTECTION ACT. Grantee certifies that it is not barred from being awarded a contract or subcontract under Section 50-14 of the Procurement Code (30 ILCS 500/50-14), which prohibits for a period of five (5) years a person or business from doing business with the State of Illinois, including any State agency if the person or business has been found by a court or by the Pollution Control Board to have committed a willful or knowing violation of the Environmental Protection Act and unless the person or business can show that no person involved in the violation continues to have any involvement with the business or there is

no practicable contractual alternative available to the State. Grantee acknowledges that the Administrator may declare this contract void if this certification is false.

20. FORCED LABOR. Grantee certifies, in accordance with Section 10 of the State Prohibition of Goods from Forced Labor Act (30 ILCS 583/10), that none of the equipment, materials or supplies furnished pursuant to the provisions of this contract constitute imported, foreign-made goods which were produced in whole or in part by forced labor, convict labor or indentured labor. Grantee acknowledges that providing a false certification under this Section of the contract may result in: (1) this contract being voided at the Administrator's option; (2) the Grantee being assessed a penalty of $1,000 or an amount equal to 20% of the value of the equipment, materials or supplies produced by forced labor, convict labor or indentured labor; and/or (3) the Grantee being suspended from bidding on any State contract for up to 360 days.

21. CHILD LABOR CERTIFICATION. Grantee certifies, in accordance with Section 10 of the State Prohibition of Goods from Child Labor Act (30 ILCS 584/10), that none of the equipment, materials or supplies furnished pursuant to the provisions of this contract constitute imported, foreign-made goods which were produced in whole or in part by the labor of a child under the age of 12. Grantee acknowledges that providing a false certification under this Section of the contract may result in: (1) this contract being voided at the Administrator's option; (2) the Grantee being assessed a penalty of $1,000 or an amount equal to 20% of the value of the equipment, materials or supplies produced by child labor; and/or (3) the Grantee being suspended from bidding on any State contract for up to 360 days.

22. EDUCATIONAL LOANS. To the extent that the Educational Loan Default Act (5 ILCS 385/0.01 et seq.) applies hereto, Grantee certifies that it is not in default on an educational loan.

23. BID RIGGING AND BID ROTATING. Grantee certifies that it has not been barred from bidding on this contract as a result of a violation of Section 33E-3 or 33E-4 of the Criminal Code of 1961 or the Criminal Code of 2012 (720 ILCS 5/33E-3, 33E-4).

24. DUES TO CLUBS WHICH DISCRIMINATE. Grantee certifies that it is not prohibited from providing goods or services to the State of Illinois or from receiving any award or grant from the State of Illinois because it pays dues or fees on behalf of its employees or agents or subsidizes or otherwise reimburses them for payment of their dues or fees to any club which unlawfully discriminates. 775 ILCS 25/2.

25. INTERNATIONAL ANTI-BOYCOTT. Grantee certifies and agrees that neither it nor any substantially-owned affiliated company is participating or shall participate in an international boycott in violation of the provisions of the United States Export Administration Act of 1979 (50 U.S.C. §4601 et seq.) or the regulations of the United States Department of Commerce promulgated under that Act.

26. DRUG FREE WORKPLACE CERTIFICATION. This Grant Agreement may be subject to the Drug Free Workplace Act (30 ILCS 580/1 *et seq*.). If it meets the definition of "grantee" under section 2 of the aforementioned Act (30 ILCS 580/2), Grantee certifies and

agrees that it will provide a drug free workplace as provided under section 3 of the Drug Free Workplace Act (30 ILCS 580/3) by:

(a) Publishing a statement:

i) Notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance, including cannabis, is prohibited in Grantee's or contractor's workplace;

ii) Specifying the actions that will be taken against employees for violations of such prohibition; and

iii) Notifying the employee that, as a condition of employment on such contract or grant, the employee will:

A) Abide by the terms of the statement; and

B) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.

(b) Establishing a drug free awareness program to inform employees about:

i) The dangers of drug abuse in the workplace;

ii) Grantee's or contractor's policy of maintaining a drug free workplace;

iii) Any available drug counseling, rehabilitation, and employee assistance programs; and

iv) The penalties that may be imposed upon an employee for drug violations.

(c) Providing a copy of the statement required by subsection (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.

(d) Notifying the Administrator within ten (10) days after receiving notice under part (B) of paragraph (iii) of subsection (a) above from an employee or otherwise receiving actual notice of such conviction.

(e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee who is so convicted, as required by section 5 of the Drug Free Workplace Act.

(f) Assisting employees in selecting a course of action in the event drug counseling, treatment, and rehabilitation is required and indicating that a trained referral team is in place.

(g) Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act.

27. REVOLVING DOOR PROHIBITION CERTIFICATION. Grantee certifies that it is not barred from engaging in any procurement activities under Section 50-30 of the Procurement Code (30 ILCS 500/50-30).

28. TAXPAYER IDENTIFICATION NUMBER CERTIFICATION. Grantee certifies, under penalty of perjury, that its Federal Taxpayer Identification Number listed herein is accurate and true. Grantee further certifies that it is not subject to backup withholding because: (a) Grantee is exempt from backup withholding; or (b) Grantee has not been notified by the Internal Revenue Service (IRS) that it is subject to backup withholding as a result of a failure to report all interest or dividends; or (c) the IRS has notified Grantee that it is no longer subject to backup withholding. Grantee also certifies that it is a U.S. citizen or other U.S. person.

Name of Grantee: Arlington Heights Police Department
(This should match the exact name on file with the IRS for the TIN Number provided below)

TIN Number (Federal Employer Identification Number): 36-6005774

Grantee certifies that it is performing the services covered by this Agreement as a(n): (please check one)

☐ Individual
☐ Sole Proprietorship
☐ Single-Member Limited Liability Company
☐ C Corporation
☐ S Corporation
☐ Partnership
☐ Estate or trust
☐ Limited Liability Company (select applicable tax classification)
  ☐ C Corporation
  ☐ S Corporation
  ☐ Partnership
☐ Other: _____
  ☒ Governmental Entity—Political Subdivision of the State of Illinois
  ☐ Nonprofit corporation exempt under IRS Code Section 501(c)(3)

29. BOARD OF ELECTIONS REGISTRATION CERTIFICATION. Grantee certifies that either (check applicable box):

X The Grantee is not required to register as a business entity with the State Board of Elections pursuant to sections 20-160 of the Procurement Code (30 ILCS 500/20-160) and Title 44, Section 1300.08 of the Attorney General's Procurement rules with respect to its contracts, bids, and proposals with the Office of the Attorney General; or

☐ The Grantee has registered as a business entity with the State Board of Elections with respect to its contracts, bids, and proposals with the Office of the Attorney General and acknowledges a continuing duty to update the registration.

This contract is voidable in accordance with the provisions of section 50-60 of the Procurement Code (30 ILCS 500/50-60) for Grantee's failure to comply with section 20-160 with respect to the Grantee's contracts, bids, and proposals with the Attorney General.

30. EXPATRIATED ENTITY CERTIFICATION. As a condition of this Contract, Grantee certifies that it is not barred from bidding or entering into a contract with the State of Illinois as an "expatriated entity," as that term is defined in Section 1-15.120 of the Procurement Code (30 ILCS 500/1-15.120), or a member of a "unitary business group," as that phrase is defined in the Illinois Income Tax Act (35 ILCS 5/1501(a)(27)) with an expatriated entity as a member. 30 ILCS 500/50-17.

31. NOTICES. All notices required to be served shall be served by certified mail, return receipt requested, duly addressed and postage prepaid. Notices shall be sent to the parties at the addresses given below, unless otherwise instructed:

ADMINISTRATOR:

Attorney General of the State of Illinois
Violent Crime Victims Assistance Program
100 West Randolph Street, 12th Floor
Chicago, Illinois 60601

GRANTEE:
Arlington Heights Police Department
200 E Sigwalt St
Arlington Heights, Illinois 60005

In all correspondence between the parties hereto with respect to this Grant Agreement, the grant number shall be clearly identified and referred to. The grant number of this Grant Agreement is 24-0145ORC.

32. MAINTENANCE OF RECORDS. Grantee shall maintain and preserve all books, records, or papers relating to the programs or projects for which funds were provided under this contract, including the amounts, recipients, and uses of all disbursements of funds passing in conjunction with the contract for a period of five (5) years after the completion of the contract. Grantee shall make available the contract and all books, records, and papers related to the contract for review and audit by the Auditor General of the State of Illinois or the Administrator. Grantee agrees to cooperate fully with any audit conducted hereunder and to provide full and free access to all relevant materials. Grantee's failure to maintain the books, records, and papers required by this paragraph shall establish a presumption in favor of the Administrator for the recovery of any funds paid under the Special Project Grant Agreement for which adequate

books, records, and supporting documentation are not available to support their purported disbursement.

33. INDEPENDENT CONTRACTOR. Nothing in this Agreement shall be considered to create the relationship of employer and employee or principal and agent between the parties hereto. In the performance of this Agreement, Grantee shall act as and shall be deemed at all times to be an independent contractor.

34. MODIFICATION OF AGREEMENT. No alteration, amendment, modification, variation, addition, or deletion of any provision of this Agreement shall be effective unless it is in writing and signed by the parties hereto.

35. APPLICABLE LAWS. The Grant Agreement and the Grantee's obligations and services under the Grant Agreement are hereby made subject to and must be performed in compliance with all Federal and State laws. The Grant Agreement shall be construed in accordance with and governed in all respects by the laws of the State of Illinois.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands on the day and year first above written.

Administrator:

By: _____
Kwame Raoul, Illinois Attorney General

_____
Date

Grantee: _____

Signature: _____

Type or print name and title _____

Date _____

GRANTEE CERTIFICATION:

I, _____, _____,
(Print Name) (Print Title)
hereby certify under oath, in accordance with section 4 of the Illinois Grant Funds Recovery Act (30 ILCS 705/4, that all information in this Grant Agreement is true and correct to the best of my knowledge, information and belief. I further certify, under oath, that the funds shall be used only for the purposes set forth in this Grant Agreement and that the award of grant funds is conditioned upon this certification.

_____
(Signature)

Subscribed and sworn before me on this ____ day of _____, 2023

_____
Notary Public

EXHIBIT A
Grant Award
PROJECT BUDGET
24-0145ORC

Equipment	
Fusus Subscription – 1Year	$150,000.00
Contractual	
LPR Camera Subscription	$33,000.00
Overtime Pay	
Total	**$183,000.00**

A RESOLUTION ACCEPTING A
ILLINOIS ATTORNEY GENERAL – ORGANIZED RETAIL CRIME PROGRAM GRANT

WHEREAS, the Village of Arlington Heights has been selected as a recipient of a grant administered through the Illinois Attorney General's Office – Organized Retail Crime Program in pursuit of improved public safety in Cook County,

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

SECTION ONE: That the Village Board hereby approves the acceptance of the Illinois Attorney General Organized Retail Crime Program grant in the amount of $183,000.00 to be expended by June 30, 2024.

SECTION TWO: That the Village Board authorizes the Village Manager to enter into a grant agreement with the Office of the Attorney General – State of Illinois for the Organized Retail Crime Grant Program.

SECTION THREE: That the Village agrees that the funds from the grant shall be utilized toward operational law enforcement activities aimed at reducing retail crime.

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

AYES:

NAYS:

PASSED AND APPROVED this 6th day of November 2023.

_____
Village President

ATTEST:

_____
Village Clerk

Village Board
11/6/2023

Item: Permit Fee Waiver - Arlington Heights Memorial Library

Department: Building & Life Safety

Background:
The Arlington Heights Memorial Library is requesting a waiver of all applicable Village planning and permit fees and/or all applicable review fees related to the 24/7 pickup locker to be added at the front of the library.

Estimated amount of fee waiver: Not to exceed $500.00.

Recommendation:
Staff recommends that the Village Board grant a waiver of the permit and review fees related to the 24/7 pickup locker project at the Arlington Heights Memorial Library.

ATTACHMENTS:

Description	Type
Ltr. Arlington Heights Memorial Library	Correspondence

Arlington Heights Memorial
LIBRARY

October 23, 2023

Mr. Randy Recklaus
Village Manager
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

Dear Randy,

The Arlington Heights Memorial Library will be adding a 24/7 pickup locker in the front of the library. The addition of the locker necessitates pouring a concrete slab and electrical work and is anticipated to take place in November 2023.

The Arlington Heights Memorial Library respectfully requests the waiver of all applicable Village of Arlington Heights Planning and Building Permit fees and/or all applicable Village review fees. I appreciate your assistance on this matter.

I thank you for your consideration and if you need any additional information, please feel free to contact me at MDriskell@ahml.info. Thank you again for the continued cooperation and support from the Village of Arlington Heights.

Kind regards,

Michael Driskell
Executive Director

500 N. Dunton Avenue • Arlington Heights, IL 60004-5966
847-392-0100 • FAX 847-506-2650 • Text 847-665-1491 • ahml.info

Village Board
11/6/2023

Item: 116-120 W. Eastman Development - PC#23-002

Department: Planning & Community Development Department

Requested Action

1. Planned Unit Development to allow a 136-unit multi-family residential development on the subject property.

2. Land Use Variation to allow a predominately multi-family residential development in the B-5 District.

3. Conceptual Special Use Permit approval for a restaurant on the subject property.

Variations Required

• Chapter 28 of the Municipal Code, Section 10.2-8, to allow a 22.1' wide drive aisle where code requires a minimum of 24' in width.

• Chapter 28 of the Municipal Code, Section 10.2-9, to allow tandem parking spaces.

Recommendation

A public hearing was held by the Plan Commission on October 11, 2023 where Commissioner Cherwin moved and Commissioner Jensen seconded:

A motion to recommend to the Village Board of Trustees, A motion to recommend to the Village Board of Trustees approval of PC #23-002, a Planned Unit Development to allow a 136-unit multi-family residential development on the subject property, a Land Use Variation to allow a predominately multi-family residential development in the B-5 district, Conceptual Special Use Permit approval for a restaurant on the subject property, and the following Variations:

1. Chapter 28 of the Municipal Code, Section 10.2-8 to allow a 22.1-foot wide drive aisle where code requires a minimum of 24 feet in width.

2. Chapter 28 of the Municipal Code, Section 10.2-9 to allow tandem parking spaces.

This recommendation is subject to the following conditions:

GENERAL

1. The outdoor roof deck area along the western side of the building shall be restricted from use between the hours of 10:00 p.m. to 10:00 a.m., Sunday through Thursday, and from 11:00 p.m. to 10:00 a.m. on Friday and Saturday. There shall be no building-mounted or permanent speakers/audio system installed on the outdoor pool deck. All personal music and speaker usage on the outdoor deck must end by 9:00 p.m. on any night. Usage of the outdoor deck area must abide by these restrictions, and the Applicant must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances.

2. All restaurants that desire to operate within the PUD must obtain a special use permit or receive a waiver of the special use permit requirement if deemed acceptable by the Village.

3. At time of application for building permit, the Applicant must provide a detailed final construction schedule and approval by the Village. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors, and patrons of the downtown and nearby vicinity. Construction traffic must be limited to pre-approved lanes and locations to be determined by the Village. The Petitioner shall provide a truck parking and truck access plan for review and approval by the Village. Emergency access must be maintained at all times during each phase.

4. Conversion of the building from rental to condominium units will require an amendment to the Planned Unit Development and the provision of sufficient parking for such change as determined necessary by the Village.

5. The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.

6. The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:

a. Providing, at a minimum, seven actual on-site units (a minimum of five percent of the total units) in the Planned Development and fee-in-lieu for 3.2

units (a maximum of 2.5 percent of the total number of units) or a total of 10.2 units (7.5 percent of the total number of units) in compliance with Section 7-1707(b)(1) of the Village Code.

b. Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

7. The Applicant must comply with all Federal, State, and Village codes, regulations, and policies.

PARKING RELATED

8. Parking within the garage shall be operated as per the below:

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

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

c. No more than 23 units shall lease two spaces within the garage.

d. Studio units shall be prohibited from leasing more than one parking space.

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

f. Residential guest parking within the garage shall be made available and at no time shall there be less than two stalls assigned as guest parking stalls (ADA stalls cannot count as a guest stall). Garage spaces that are unleased by residential tenants shall be made available for guests and added to the guest parking pool.

9. At the request of the Village, the Applicant must provide details and data on the operation, management and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the Applicant must work with the Village to modify the Parking Management Plan (dated as received 9/11/23) to address any such issues, to the satisfaction of the Village. The Applicant must use good faith efforts to implement and enforce the parking conditions and restrictions outlined, and may have the ability to adjust the restrictions outlined in condition number 8 so long as the project remains in substantial conformance and the Planned Unit Development continues to adequately accommodate the development's parking demand to the satisfaction and approval of the Village.

LOADING CONDITIONS

10. Loading operations are restricted to the following:

a. Commercial/Restaurants: Allowed only between the hours of 7:00 a.m. to 5:00 p.m.

b. Residential: residents moving in/out must schedule their loading dock time in advance. Move-ins/move-outs will take place in the loading dock on Eastman and be allowed between the hours of 7:00 a.m. to 7:00 p.m. Loading operations will be prohibited between the hours of 7:00 p.m. to 7:00 a.m.

c. Trash: All trash must be loaded onto trucks within the loading area in compliance with loading times in 10.a.

d. All loading/unloading for the commercial space, move-ins/move-outs for the residential tenants, and trash collection shall occur onsite and within the dedicated loading zone. These activities shall be prohibited from occurring on-street.

TRAFFIC/STREET INFRASTRUCTURE CONDITIONS

11. The Petitioner and Staff work together to resolve whether the egress (from the garage) as designed is preferable or whether it should be at 90 degrees, and in this motion, it would ask the Board to consider further discussion between the petitioner and the Staff as to which alternative is more appropriate.

12. Right turn egress from the garage to northbound Highland Avenue shall be prohibited. Should continued right turns be observed by the Village, the Petitioner shall propose and implement a solution to correct the issue, which may entail video monitoring of garage movements and fines for residents that break the rules.

13. If it is determined by the Village that there is unsatisfactory traffic circulation and congestion within and through the subject property, the Applicant must work with the Village to modify the site circulation and access as necessary to mitigate for any such issues.

14. The Applicant shall work with the Village to implement improvements to the following intersections:

a. St. James/Highland: Stop sign shall be installed at the northbound approach.

b. Highland/Eastman/Bank Drive Aisle: Stop signs shall be installed at the eastbound approach and the westbound approach (as feasible) at this intersection.

SITE RELATED

15. No later than issuance of a building permit, the Petitioner shall execute a public access/sidewalk easement along the south side of the building, at the

discretion of the Village and as necessary to comply with ADA pathway widths.

16. Final streetscape along Eastman shall be consistent with Downtown standards and certain modifications may be required at time of building permit (additional sidewalk width, revised tree grates, recessed building doors, et cetera) at the discretion of the Village.

17. The garage warning system shall be equipped with after-hours technology to reduce or shut off the noise during overnight times.

BUILDING RELATED

18. The Applicant must comply with all of the requirements set forth in the August 22, 2023 motion of the Village's Design Commission concerning approval of the design for the building within the Planned Unit Development.

19. All building-mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, et cetera) must be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturer specifications on sound levels and attenuation and capacity for additional sound attenuation around the units must be provided for Village review.

20. All utility service lines must be underground.

21. The Petitioner shall continue to work with the Village on the design of the proposed Fire Department Connection. Said connection shall be a low-profile design, to the satisfaction of the Fire Department, and shall not encroach into the ROW.

22. The location of the northernmost Roof Top Unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.

23. The Petitioner shall work with the Village on the proposed lights on the northern building elevation to ensure that they are located at low elevations and are angled toward the ground.

Subject to the following conditions listed as 1 through 23 with no revisions except that Exception 11 be removed as written and the motion include that the Village and the Petitioner's staff work together to resolve whether the egress as designed is preferable or it should be at 90 degrees, and in this motion, it would ask the Board to consider further discussion between the Petitioner and the Staff as to which alternative is more appropriate.

Roll Call Vote: Commissioners Cherwin, Jensen, Drost, Green, Lorenzini,

Sigalos, and Chair Dawson voted in favor. Motion carried.

ATTACHMENTS:

Description	Type
PC Staff report 10/11/23	Board or Commission Report
PC Minutes 10/11/23 - DRAFT	Minutes
DC Staff Report - 8/22/23	Board or Commission Report
DC Minutes - 8/22/23	Minutes
Housing Commission Minutes - 9/20/23 - DRAFT	Minutes
Affordable Housing Plan	Exhibits
Aerial	Exhibits
Architectural Plans - Revised	Exhibits
Engineering Plans - Revised	Exhibits
Fire Truck Turning Exhibit - Revised	Exhibits
Landscape Plan - Revised	Exhibits
Renderings - Revised per DC approval	Exhibits
Vehicle Turning Exhibit - Revised	Exhibits
Parking Management Plan - Updated	Exhibits
Parking Management Plan Graphic - Updated	Exhibits
Photometric Plan	Exhibits
Traffic & Parking Study - Updated	Exhibits
Project Description - Original	Exhibits
Construction Staging Plan - Original	Exhibits
Market Study - Original	Exhibits
Preliminary Stormwater Narrative & Calculations - Original	Exhibits
Department Comments - Round 4	Correspondence
Department Comments - Round 4 Petitioner Response	Correspondence
PC Staff Report - 5/24/23	Board or Commission Report
PC Minutes - 5/24/23	Minutes
Department Comments - Round 1	Correspondence
Department Comments - Round 1 Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence
Department Comments - Round 2 Petitioner Response	Correspondence
Department Comments - Round 3	Correspondence
Department Comments - Round 3 Petitioner Response	Correspondence

VILLAGE OF ARLINGTON HEIGHTS

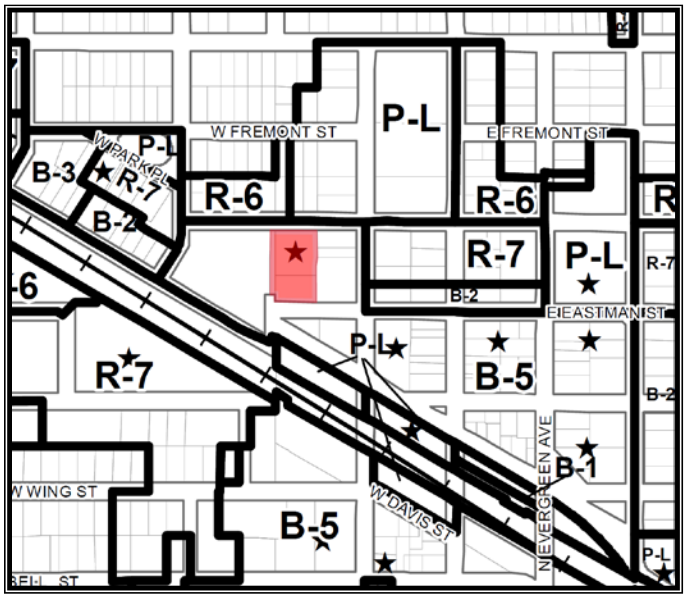
STAFF DEVELOPMENT COMMITTEE REPORT

Project Number**: PC 23-002 **REVISED PROPOSAL
***Project Title**: 116-120 W Eastman Redevelopment*
***Address**: 116-120 W. Eastman Street*
***PIN's**: 03-29-316-001, 03-29-316-008*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: October 11, 2023*
***Date Prepared**: October 6, 2023*

***Petitioner**: Mylo Residential Arlington Heights Property, LLC*
Joe Taylor
***Address**: 202 S. Cook Street – Suite 210*
Barrington, IL 60010

***Existing Zoning**: B-5 Downtown District*
***Comprehensive Plan**: Mixed-Use*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-6: Multiple-Family Dwelling District P-L: Public Lands District	Single-family homes, at-grade parking lot.	Single-Family Attached
South	B-5: Downtown District	Single-story retail sales building	Mixed-Use
East	B-5: Downtown District	Two-story office building	Mixed-Use
West	B-5: Downtown District	Village Bank & Trust	Mixed-Use

Requested Action:

1. Planned Unit Development to allow a 136-unit multi-family residential development on the subject property.
2. Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
3. Conceptual Special Use Permit approval for a restaurant on the subject property.

Variations Required:

- Chapter 28 of the Municipal Code, Section 10.2-8, to allow a 22.1' wide drive aisle where code requires a minimum of 24' in width.
- Chapter 28 of the Municipal Code, Section 10.2-9, to allow tandem parking spaces.

Project History:

On May 24, 2023, the petitioner appeared before the Plan Commission requesting approval of a 7-story multi-family residential development including 150 units and limited ground floor commercial space. The Plan Commission voted 2-4 in favor of a recommendation of approval, meaning the motion failed and the project would move forward to the Village Board without a recommendation from the Plan Commission. The Plan Commission meeting minutes from the hearing are provided, along with the previous Staff Development Committee report for reference and further details.

The petitioner opted not to move forward with the project as originally proposed. In the weeks subsequent to the Plan Commission hearing, the petitioner met with staff and the neighbors and has made significant modifications to their plans, which have changed many of the primary development attributes and warrant a re-review by the Plan Commission. The primary areas of change are summarized below:

- Reduced Building Height: The size of the building was shortened from 7-story to 6-story.
- Reduced Number of Units: Reduction of 14 units from 150 to 136.
- Revised Building Architecture: Building architecture was switched from a more contemporary design to a more traditional design.
- Increased 1st Floor Building Setback (north): Increased setback from less than 1-foot to 10 feet.
- Introduced Additional Upper Story Setbacks (north): Building is now setback 20-feet from the northern property line at the 2nd level. Previously this 20-foot setback did not occur until the 3rd level.
- Top Floor Setback (north): Added a 50-foot upper story setback to the 6th floor. The top floor of the previous proposal did not include a top floor setback.
- Revised Garage Access: Ingress to the garage now comes via Eastman, egress discharges to Highland.

The chart below displays a side-by-side comparison of key development attributes:

	Original Proposal	Revised Proposal
Total Number of Units	150	136
Studio	22	47
1-Bdrm	113	67
2-Bdrm	15	22
Commercial (sq. ft.)	2,000 SF	1,875 SF
Height (Story's and Feet)	7-story (82')	6-story (76.8')
Overall Number of Bedrooms	165	158
Bedrooms Per Unit	1.1	1.16
Setback - North	0.6'	10'
Setback - South	0.9'	0.7'
Setback - East	0'	0'
Setback - West	6.1'	6.1'
Upper Story Setbacks to North	3rd floor 20' setback	2nd floor 20' setback, 6th floor 50' setback
Underground Parking	1 level (partial)	1 level (full)
Total Number of Parking Stalls	215	175
Residential Parking Stalls	201	167
Commercial Parking Stalls	14	8
Res. Parking Stalls Per Unit	1.34	1.23
Res. Parking Stalls Per Bedroom	1.22	1.06

As noted, the petitioner revised the circulation into/out of the garage so that vehicles can only enter the garage from Eastman and only exit on Highland (this exit movement will be restricted to left-turn only), which addresses vehicle light glare towards the neighborhood to the north. The reduction to the overall number of units has eliminated the need for the density variation originally requested. The Staff Development Committee acknowledges that the revised plans represent a substantial effort on the part of the developer to address concerns raised at the Plan Commission and neighborhood to the north. There are many areas of this project where staff's analysis remains the same as originally outlined within the Staff Report from the May 24th hearing. The goal of this report is to highlight and discuss the areas of difference between the current and previous proposal, while also affirming areas of previous analysis and outlining a modified recommendation.

Project Background:

The existing site attributes are summarized within the original staff report. The petitioner is now proposing a six story multi-family rental building with 136 residential units and ground floor commercial space. The development would consist of 22 two-bedroom units (16%), 67 one-bedroom units (49%), and 47 studio units (35%). The ground floor includes approximately 1,875 square feet of commercial space for a proposed restaurant user. No commercial space is contemplated along the northern side of the building. On the 2nd floor, the building would be recessed on the western elevation to create a west facing pool deck including lounge chairs and a barbeque station. Additional building setbacks would be located on the north side of the site, where the structure would taper back above the 1st floor so that floors two through five are setback no less than 20' from the northern property line. Additionally, the 6th floor would be further setback to provide a 50' upper story setback from the northern property line.

A full basement has been added for 106 below grade parking stalls and the first floor of the building would include 61 parking stalls for a total of 175 interior garage spaces to be be used by the residential tenants. Along Highland Avenue, the streetscape would be altered to include 8 surface parking stalls, which would be for customers/employees of the restaurant and guests of the residential tenants. In sum, the development would include 183 private parking stalls.

The entrance into the garage would come from Eastman Street, and the garage exit would be onto the shared private street (Highland Avenue). Exit movements would be limited to left-turns only. Access into/out of the garage would be controlled by a garage door and sound/light pedestrian warning system. There would be one curb cut along Eastman located at the southeast which would provide access to the garage and also to a 10' x 35' loading zone at the southeast corner of the building. Fifteen bike parking spaces would be located within a storage room inside the garage.

Downtown Master Plan and Building Height:

The modified development is still compatible with the Downtown Master Plan. Please refer to the analysis within the original Staff Report for specificity.

Zoning and Comprehensive Plan

The reduction in proposed units, from 150 to 136, eliminates the need for the previously requested density variation. However, in revising the partial below grade parking level to be a full below grade level of parking, it has created the need for the following variation:

- **Chapter 28 of the Municipal Code, Section 10.2-8, to allow a 22.1' wide drive aisle where code requires a minimum of 24' in width.**

With regards to this variation, the petitioner has submitted written responses to the four criteria necessary for variation approval, which has been transmitted to the Plan Commission and are included within their response to Round 4 comments. The four standards for approval are:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

With regards to the proposed variation, the Staff Development Committee concurs with the petitioner that the necessary criteria for approval have been met and notes the following:

- The garage will not be open to the public will be restricted to residential tenants and their guests.
- Reductions to the minimum required width of drive aisles within multi-family garage structures can be found at several other locations within in the vicinity.
- The area where the drive aisle reduces below code requirements is at the end of a dead-end parking row and would only impact a small percentage of parking stalls.

The previous analysis as contained within the original Staff Report relative to the Comprehensive Plan, compatibility of the PUD, tandem parking stall variation, and conceptual Special Use Permit for a restaurant remains unchanged. The Staff Development Committee is supportive of this application.

Market Study

The conclusions within the original Staff Report are still applicable to the revised project at 136-units.

Neighborhood Meeting

On August 6, 2023, the petitioner met with members of HANA (Historic Arlington Heights Neighborhood Association) to present their proposed modifications. According to the petitioner, many of the individuals who attended were supportive of the changes to the building, although some residents were still seeking further changes.

Design Commission

The petitioner appeared before the Design Commission on August 22, 2023 to discuss the complete redesign of the building architecture. The Design Commission voted 5-0 in favor of a recommendation of approval of the building architecture, subject to five required modifications. Details on these modifications can be found within the minutes of the Design Commission, which are included in this transmittal. The petitioner has provided conceptual elevations showing how they intend to modify the building to address the Design Commission motion. On a preliminary basis, it appears that the proposed building modifications will comply with the Design Commission requirements.

Housing Commission & Affordable Housing

Per the Village's Inclusionary Housing Ordinance, 7.5% of the units within the development must be on-site units meeting the provisions of the Inclusionary Housing Ordinance (IHO) relative to affordability. The

developer has two options to comply with this requirement; 1) provide all 7.5% of units as on-site affordable units, or 2) provide a minimum of 5% of the units as onsite affordable units and pay a fee for the remaining 2.5% of affordable units required-but-not-provided onsite.

On September 20, 2023, the petitioner re-appeared before the Housing Commission, which resulted in a recommendation of approval of the project as noted in the recommendation.

Impact on School Districts

Given the decrease to the overall number of units and bedrooms proposed, the previous analysis on the anticipated impact to School District #25 and #214 remains unchanged; the proposed development will not create a substantial undue burden on the local school system.

Construction Staging

The increased building setback along St. James allows more construction elements to be managed onsite, allowing the construction fence at the north side of the site to be slightly shifted southwards. Construction details and a staging plan will need to be finalized and provided for review and approval by the Village, prior to building permit issuance.

Site & Building Analysis:

The most notable changes are the increased setback along the north side of the site and the additional upper-story building setbacks. With regards to many of the site elements, such as usage of the rooftop pool, streetscape along Eastman, pedestrian warning at the garage exit, and building mounted infrastructure/mechanical, the original staff report remains unchanged.

The Staff Development Committee has concerns regarding the garage egress which discharges at an angle, potentially creating a conflict with northbound traffic on Highland. This configuration is meant to discourage northbound egress from the garage, however, the configuration does not align with best practices for intersection engineering. A traditional 90-degree alignment with Highland Avenue would eliminate this concern and right-hand turns can be restricted via signage. The Staff Development Committee has recommended a condition of approval below to modify the proposed intersection to a standard 90-degree alignment.

Infrastructure

Stormwater detention will be required to comply with applicable Village and MWRD standards, and an underground detention vault has been proposed underneath the private portion of Highland Avenue. As part of building permit issuance, the Village will verify that the structural design of the vault will be sufficient to carry the load of anticipated trucks and fire engines.

In order to provide water to the site, an 8-inch watermain will need to be extended along St. James Street from Vail Avenue west to the development, which expense shall be borne by the developer and shall require an Illinois Environmental Protection Agency (IEPA) permit.

Parking and Traffic:

The petitioner has provided a revised traffic and parking study by a certified traffic engineer. With regards to traffic, the analysis within the original Staff Report remains unchanged as the number of proposed units has decreased. The revised traffic study contemplated the potential change in traffic movements given the modified site ingress/egress points and found that this would not result in a significant change to the Level

of Service at the intersections analyzed within the study. Staff concurs with the conclusion that the street network can accommodate the traffic from the proposed project and future traffic growth.

The development will include 167 garage parking spaces (includes 22 tandem style spaces) which will be used for residential and guest parking. Eight exterior parking stalls are proposed on the eastern side of private Highland Avenue. The site also has access to nine additional stalls on the western side of private Highland Avenue via a perpetual easement. The eight spaces on the exterior of the site will be used by employees and customers of the commercial tenant, as well as for guest parking for the residential tenants. A surplus of off-street parking spaces is proposed relative to code requirements and no parking variation is necessary.

Parking At B-5 Requirements			
Use	**Square Footage / # of Units**	**Parking Ratio**	**Required Parking**
Residential	136		
Studio/1 Bedroom	114	1 per unit	114
2 Bedroom	22	1.25 per unit	27.5
Commercial	1,967		
Restaurant - 1st Flr. (seating area)	1,171	1 Space per 200 sq. ft. of seating area	6
		Total Required	148
		Standard Garage Spaces Provided (Residential)	145
		Tandem Garage Spaces Provided (Residential)	22
		Total Garage Spaces Provided (Residential)	167
		Total Exterior Surface Parking Stalls Provided (Commercial)	8
		Total Provided On-site	175
		Surplus / (Deficit)	**27**

The Village has found demand for multi-family residential rental properties within the downtown core to be around 1.3 parking spaces per residential unit. This is consistent with the most recent approval for the Arlington 425 project, which is a 319-unit multi-family rental project in downtown Arlington Heights. Additionally, the 4 N. Douglas apartment project, which is in the R-7, Multi-Family Dwelling District and currently under construction just outside of the downtown fringe (but walkable to downtown), is providing parking at a rate of 1.5 parking spaces per residential unit. As originally proposed, the Eastman development would have provided 1.34 parking stalls per residential unit and 1.22 parking stalls per bedroom. The revised concept proposes 1.23 parking stalls per unit and 1.06 parking stalls per bedroom. In order to ensure that adequate onsite parking is present, the Staff Development Committee is recommending the following conditions of approval relative to operation and management of the garage:

1. **Residential parking spaces within the garage shall be leased separately from units and shall not automatically be included within any residential lease**. Parking spaces should not be assigned to specific units, it would not be prudent to automatically assign a parking space to a tenant who does not have a car as this would preclude that space from being available to other tenants.
2. **Any tenant desiring two parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units). Once all tandem spaces have been leased, no other unit shall be allowed two parking stalls.** This will ensure that the second space within a tandem parking space is utilized, which is necessary to accommodate for expected residential parking demand. Restricting

the total number of units that can lease two parking stalls will help to ensure that there is two guest parking stalls.

3. **No more than 23 units shall lease two spaces within the garage**. This restriction will ensure that every residential unit has access to at least one parking space.
4. **Studio units shall be prohibited from leasing more than 1 parking space.** This will help to preserve the parking supply to ensure each unit has access to a parking space.
5. **No residential unit shall lease more than two parking spaces within the garage.** This restriction will ensure that every residential unit has access to at least one parking space.
6. **Residential guest parking within the garage shall be made available and at no time shall there be less than 2 stalls assigned as guest parking stalls (ADA stalls cannot count as a guest stall). Garage spaces that are unleased by residential tenants shall be made available for guests and added to the guest parking pool.** This restriction will open up the garage for residential guest parking, and at a minimum, will permit at least 2 guest parking stalls within the garage will be available. Unleased residential spaces will be made available for residential guest parking.

At the request of the Village, the petitioner must provide details and data on the operation, management, and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the petitioner must work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The petitioner must use good faith efforts to implement and enforce the parking conditions and restrictions outlined above.

A total of 17 on-street private parking stalls are provided for the approximately 1,875 square foot restaurant space and for residential guest parking. In addition to the 17 off-street parking spaces, there are 20 on-street spaces along Highland and Eastman, which are not heavily used. The Staff Development Committee continues to believe that the proposed development will not have a detrimental commercial parking impact.

Loading:

Per code, one loading zone is required for the proposed development which will be located at the southeast side of the building. This loading zone shall be utilized for residential move-ins/move-outs, loading/unloading for the commercial space, and trash collection. These activities shall be prohibited from occurring on-street. All residential move-ins/outs and commercial deliveries must occur between the hours stipulated in the recommendation. As mentioned in the original staff report, the Village is analyzing the possibility of an on-street drop-off/pick-up zone in front of the building, which could be used for residential deliveries/parcel services.

RECOMMENDATION

The Staff Development Committee has reviewed the requested Planned Unit Development to allow a 136-unit multi-family residential development on the subject property, Land Use Variation to allow a predominately multi-family residential development in the B-5 District, and Conceptual Special Use Permit approval for a restaurant on the subject property, along with the following variations from Chapter 28 of the Municipal Code:

1. Section 10.2-8, to allow a 22.1’ wide drive aisle where code requires a minimum of 24’ in width.
2. Section 10.2-9, to allow tandem parking stalls.

The Staff Development Committee recommends **APPROVAL** of the application subject to the following conditions:

General

1. The outdoor roof deck area along the western side of the building shall be restricted from use between the hours of 10 pm to 10 am Sunday through Thursday and from 11 pm to 10 am on Friday and Saturday. There shall be no building-mounted or permanent speakers/audio system installed on the outdoor pool deck. All personal music and speaker usage on the outdoor deck must end by 9pm on any night. Usage of the outdoor deck area must abide by these restrictions and the Applicant must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances.
2. All restaurants that desire to operate within the PUD must obtain a special use permit or receive a waiver of the special use permit requirement if deemed acceptable by the Village.
3. At time of application for building permit, the Applicant must provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking for review and approval by the Village. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors, and patrons of the downtown and nearby vicinity. Construction traffic must be limited to pre-approved lanes and locations to be determined by the Village. The petitioner shall provide a truck parking and truck access plan for review and approval by the Village. Emergency access must be maintained at all times during each phase.
4. Conversion of the building from rental to condominium units will require an amendment to the Planned Unit Development and the provision of sufficient parking for such change as determined necessary by the Village.
5. The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.
6. The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:
    a. Providing, at a minimum, 7 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 3.2 units (a maximum of 2.5% of the total number of units) or a total of 10.2 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(1) of the Village Code.
    b. Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.
7. The Applicant must comply with all Federal, State, and Village codes, regulations, and policies.

Parking Related

8. Parking within the garage shall be operated as per the below:
    a. Residential parking spaces within the garage shall be leased separately from units and must not automatically be included within any residential lease.
    b. Any tenant desiring 2 parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units). Once all tandem spaces have been leased, no other unit shall be allowed two parking stalls.
    c. No more than 23 units shall lease two spaces within the garage.

d. Studio units shall be prohibited from leasing more than 1 parking space.
e. No residential unit shall lease more than two parking spaces within the garage.
f. Residential guest parking within the garage shall be made available and at no time shall there be less than 2 stalls assigned as guest parking stalls (ADA stalls cannot count as a guest stall). Garage spaces that are unleased by residential tenants shall be made available for guests and added to the guest parking pool.

9. At the request of the Village, the Applicant must provide details and data on the operation, management, and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the Applicant must work with the Village to modify the Parking Management Plan (dated as received 9/11/23) to address any such issues, to the satisfaction of the Village. The Applicant must use good faith efforts to implement and enforce the parking conditions and restrictions outlined, and may have the ability to adjust the restrictions outlined in condition #8 so long as the project remains in substantial conformance and the Planned Unit Development continues to adequately accommodate the development's parking demand to the satisfaction and approval of the Village.

Loading Conditions

10. Loading operations are restricted to the following:
    a. Commercial/Restaurants: Allowed only between the hours of 7:00am to 5:00pm.
    b. Residential: Residents moving in/out must schedule their loading dock time in advance. Move-ins/move-outs will take place in the loading dock on Eastman and be allowed between the hours of 7:00am to 7:00pm. Loading operations will be prohibited between the hours of 7:00pm to 7:00am.
    c. Trash: All trash must be loaded onto trucks within the loading area in compliance with loading times in 10.a.
    d. All loading/unloading for the commercial space, move-ins/move-outs for the residential tenants, and trash collection shall occur onsite and within the dedicated loading zone. These activities shall be prohibited from occurring on-street.

Traffic/Street Infrastructure Conditions

11. The petitioner shall revise the garage exit from an angled driveway exit on to Highland Ave to a 90-degree exit/intersection with Highland with no or minimal flares, for final review and approval by the Village.
12. Right turn egress from the garage to northbound Highland Avenue shall be prohibited. Should continued right turns be observed by the Village, the petitioner shall propose and implement a solution to correct the issue, which may entail video monitoring of garage movements and fines for residents that break the rules.
13. If it is determined by the Village that there is unsatisfactory traffic circulation and congestion within and through the subject property, the Applicant must work with the Village to modify the site circulation and access as necessary to mitigate for any such issues.
14. The Applicant shall work with the Village to implement improvements to the following intersections:
    a. St. James/Highland: Stop sign shall be installed at the northbound approach.
    b. Highland/Eastman/Bank Drive Aisle: Stop signs shall be installed at the eastbound approach and the westbound approach (as feasible) at this intersection.

Site Related

15. No later than issuance of a building permit, the petitioner shall execute a public access/sidewalk easement along the south side of the building, at the discretion of the Village and as necessary to comply with ADA pathway widths.
16. Final Streetscape along Eastman shall be consistent with Downtown standards and certain modifications may be required at time of building permit (additional sidewalk width, revised tree grates, recessed building doors, etc.) at the discretion of the Village.
17. The garage warning system shall be equipped with afterhours technology to reduce or shut off the noise during overnight times.

Building Related

18. The Applicant must comply with all of the requirements set forth in the August 22, 2023 motion of the Village's Design Commission concerning approval of the design for the building within the Planned Unit Development.
19. All building-mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) must be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturers specifications on sound levels and attenuation and capacity for additional sound attenuation around the units must be provided for Village review.
20. All utility service lines must be underground.
21. The petitioner shall continue to work with the Village on the design of the proposed Fire Department Connection. Said connection shall be a low-profile design, to the satisfaction of the Fire Department, and shall not encroach into the ROW.
22. The location of the northernmost Roof Top Unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.
23. The petitioner shall work with the Village on the proposed lights on the northern building elevation to ensure that they are located at low elevations and are angled towards the ground.

_____ October 6, 2023

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Head

PLAN
COMMISSION

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

RE: 116-120 WEST EASTMAN DEVELOPMENT - PC #23-002
PLANNED UNIT DEVELOPMENT, LAND USE VARIATION FOR MULTI-FAMILY IN B-5, CONCEPTUAL RESTAURANT SPECIAL USE PERMIT, VARIATIONS

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 11th day of OCTOBER, 2023 at the hour of 7:30 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Chairperson
LYNN JENSEN
JOE LORENZINI
BRUCE GREEN
GEORGE DROST
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

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

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CHAIRPERSON DAWSON: All right, well, let's just go ahead and get started then. Call to order.

Bruce, you want to do the honors of banging the gavel for me?

(Gavel pounded.)

COMMISSIONER GREEN: Oh, yes. Here we go.

CHAIRPERSON DAWSON: Thank you.

Stand for the Pledge of Allegiance please.

(Pledge of Allegiance recited.)

CHAIRPERSON DAWSON: All right, we have, our first order of business is roll call, thank you.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Ennes.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Here.

All right, we have minutes from the last meeting on the agenda. Do we have any questions, comments, a motion for approval?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER DROST: And I'll second it.

CHAIRPERSON DAWSON: All right, all in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any abstentions? Opposed?

COMMISSIONER JENSEN: Yes, I wasn't here that night.

CHAIRPERSON DAWSON: All right, great.

All right, so then with that, we have the first item on our agenda. Have all the public notices been given?

MR. HUBBARD: Yes, they have.

CHAIRPERSON DAWSON: All right, and who is presenting this evening? Everyone who's going to speak and present, I'm going to swear you all in at once. So, come on up.

(Witnesses sworn.)

CHAIRPERSON DAWSON: Terrific, all right. Whoever will be giving the first presentation, if you want to stand up and state your name and spell your last name for the

DRAFT

record and go ahead?

MR. CITRON: Thank you. My name is Bernard Citron, I'm with the law firm of Thompson Coburn. I represent Joe Taylor/Mylo who is the Applicant here today. We're happy to be back in front of you. We hope that you are equally as happy as you see the project as it has evolved. We've tried to meet with Staff, we have met with the neighbors. We believe we've gone a very, very long way in terms of bringing this project to a point where it addressed a lot of the concerns if not all the concerns that were raised at the prior hearing.

So, I'm going to stop talking and call Katie Lambert up from OKW who's going to walk through our presentation today if it's okay, and we can go into a much longer one, but our presentation today since we've given you the project, you understand it's a mixed-use, highly-amenitized building in Downtown Arlington Heights, I'm not going to go through a lot of that again. What we are here to emphasize is where this project has ended up today, the reduction in height, the reduction in density and all those things that we've done.

So, with that, Katie?

CHAIRPERSON DAWSON: Great, and then again, state your name and spell your last name for the record.

MS. LAMBERT: Hi there. Katie Lambert, L-a-m-b-e-r-t, and I'm a partner at OKW Architects. Again, excited to be back in front of you all and we're looking forward to talking some more about the changes to this project.

(Slight pause for some technical difficulties.)

MS. LAMBERT: All right, so again, project site, we won't bore you with this, but again, we are basically between Eastman and St. James on Highland, part of the B-5 zoning district.

These are existing conditions on the site, and I think that we have all agreed that we can really exceed the look of everything that is there today.

This slide is really pretty important. This identifies all of the changes that we've been working as a team and in collaborating with the neighbors association to implement. So, just to kind of run through this summary, we've reduced the unit count from 150 to 136, so our unit count is well below the density that's allowable on site. We've reduced the building height by one level throughout and actually be two levels along St. James Street. Parking, we have submerged a full level of parking below grade, so there is only one level of parking at grade.

We are implementing various setbacks along the north. None of these are required, there's a zero-foot setback allowable in the B-5, but we have chosen based on kind of communication with the neighbors to implement a 10-foot setback at level 1, 20-foot setback levels 2 through 5, and then a full 50-foot setback at the sixth floor. Then the last point is really that we have changed the aesthetic of the building dramatically, looking at using brick as the primary facade material in order to really better complement the rest of the Downtown Arlington Heights fabric.

So, again, this is kind of a slide that tries to encompass those changes. If you can sort of see that shadowy building, that represents the building that we previously came to Plan Commission with. So, again, it was really a six over two. We're currently looking at a building that is more like 4.5/5 over one with a full level of parking submerged.

Site plan, a couple of changes in terms of the access points. Previously, the ingress and egress had been along Highland. We are now proposing ingress into the parking along Eastman in order to really keep it away from the neighbors as much as

possible. Egress from the parking we're proposing would be southbound only along Highland. We're really trying to avoid both traffic cutting through the St. James as well as headlights in the evening, you know, bothering any of those residents.

So, this is a summary of where we are today: 136 units; again, two levels of enclosed parking, one of which is fully below grade; five levels, really more like 4.5 levels of residential units and amenities; total of 184 parking spaces that includes both residential as well as commercial as well as guest, and it's a combination of the garage spaces as well as some parking along Highland; and then you have a restaurant at grade still on the project.

So, again, this shows the first floor plan. The major changes are really, as we were just talking about, to the parking access points. We are showing that exit from the parking garage going southbound on Highland. I know that will be one of the things that we'll want to discuss, is the geometry of that. But really it was the team's intent in working with the neighbors to make sure that we're intentionally directly traffic away from St. James.

Then this is the new below-grade basement parking plan. So, again, a plan, a level that did not exist previously, but as a result of our collaboration with the neighbors, we have implemented a full level of basement parking. I know the Staff report referred to the variance to that 22-foot drive aisle. The only location we have that is at that elevator corner, and really the purpose of it is just to make sure that we're maximizing the parking count. The same for the tandem spaces as well.

So, this level shows the second floor. Again, as we talked about previously, a highly-amenitized building. Basically, the amenity courtyard with a pool is in the same location it previously had been in the center and on the west side of the building. You know, it's really positioned we think to keep any kind of, you know, noise from daytime parties and stuff away from St. James and blocked from the residence.

Then not too many changes to the upper levels except to this top floor, level 6. Again, this shows really that big step backwards, basically 50 feet from that north property line to the wall of the building, trying to keep again as much of the residential activity as far from St. James as we can.

MR. CITRON: Katie, wasn't there, and I just realized this sitting here now --

CHAIRPERSON DAWSON: If you're going to speak, can you come up to the podium?

MR. CITRON: We also don't have access from the units to that, remember?

MS. LAMBERT: Correct.

MR. CITRON: So, we should point that out also because that was a concern that people had raised, so why don't you --

MS. LAMBERT: Correct. I think the last time we were here, the second floor units on the north, we had really talked about having their own private patios. That's been removed from the scope of this project so that it would be again kind of green planting along the outside of those units with no occupiable space out there.

So, again, this is an aerial that really shows how the building sits within the context of the Arlington Heights Downtown District, you know, it really shows I think pretty well that the scale and density seem to make a lot of sense.

Then this really is a slide that shows the design as it stands today. We brought this design to the Design Commission in August and received a unanimous approval. Really, I think what we explained to them is that our focus was on creating a building that was primarily brick. We have some, you know, relatively crisp articulation, but we found ways to

incorporate interesting types of detail throughout the building. So, you can really see that when you look at that top cornice above the gray stucco at the sixth floor. I think the entry with the brick arches in various stepping forms is another kind of good example of how we're incorporating different types of detail throughout.

Then this is the view from the north showing, you know, how we're treating the parking garage as well. The idea of the parking garage this time around is going to be fully enclosed. Last time that we came to you, I think we had a garage that was going to be primarily open air and there was a lot of concern about the lights from the parking garage being visible to residents. So, we made the decision that a mechanically ventilated, fully enclosed garage makes the most sense for this project, but we're really being intentional about trying to introduce a level of detail and articulation to that parking base. So, the intent is that it would be fully brick in a different color, but that we would have these moments of openings with decorative metal to really kind of bring out some architectural interest.

Then this view I think really speaks well to this idea of detail. We're showing a corbel above that first floor, and you can see the restaurant space in this area. Then above the corbel, we would have storefront windows at that second floor amenity, and then windows above. But between each of the levels of windows, we would have some detail in terms of soldier course brick, various reveals and step-backs, to really just introduce a lot of interest.

Since the Design Commission, we've been working hand in hand with Staff to address a couple of the recommendations that came along with our approval. So, these are slides to show some in-progress work that includes a little bit more architectural interest on the east facade, studying flattening some of those arches because that was a recommendation from the Commission, and then some window alignments with the piers as well.

So, again, these are the elevations as they stand today. They are probably going to be updated as we confirm really the final condition I think with Staff. With that, I will pass it off to Kathryn.

CHAIRPERSON DAWSON: So, again, state your name and spell your last name for the record please.

MS. TALTY: Hi, everybody. My name is Kathryn Talty, T-a-l-t-y. I am the landscape architect on the project. Thank you for hearing us tonight.

So, this is the landscape plan that we've landed on, and I think this really shows how we've taken advantage of that additional setback off of St. James. We have utilized the entire 10 feet to create kind of a soft ornamental planting that's very residential in feel in that it has kind of curvilinear beds and a multitude of planting types along with your standard street tree planting closer to St. James. Along the foundation of the building, we use a mix of shrubs, evergreen shrubs and ornamental trees that have multi-season interest throughout the year. As we move over to the south side of the building, you can see in that case we have utilized the traditional streetscaping standards of Arlington Heights where we have trees within the parkway and planted in tree grates.

So, this sheet shows you the proposed plant types that we are suggesting primarily to be along the St. James frontage, along our foundation. So, you can see that there is a multitude of different plant types and plants that have interest throughout the year.

Okay, with that, I will hand this off to Steve, the traffic engineer.

MR. CORCORAN: Thank you. Good evening. Steve Corcoran, C-o-r-c-o-r-a-n, with Eriksson Engineering, and prepared the traffic and parking study and updated it based on all the changes that have been discussed tonight.

Number one, we're reducing our units from 150 to 136, so we proportionally decreased, a high decrease of traffic, roughly five percent. We also made changes for the access with the entry now off of Eastman, so really there is no entry traffic using Highland, and then exiting onto Highland from the parking garage but then heading southbound back toward Northwest Highway. They are not going to be able to turn right to go up to St. James. Then also at St. James, even though the site plan shows it's open, that's going to be signed Do Not Enter and it's going to be only for emergency access, for fire trucks and ambulances. So, no traffic is supposed to be using that driveway per the plan.

We've also looked at the new parking or the revised parking plan. We still meet code. I think we exceed code by 36 spaces versus what's required, versus what we're proposing. We are providing 1.23 parking spaces per unit or for the residential, which again, that exceeds the zoning code, and then we also exceed the code for the commercial. So, we're providing plenty of parking. Then, as we discussed before, even if there's concerns about parking, there's plenty of on-street parking on Eastman today as well as within the commuter lot to the north. Thank you.

MR. CITRON: Our team is here to answer any questions that would come up on this. We I think meet or exceed all the standards for this development on this site, but I'll let, I don't know if, Sam, is it your turn next or is it the public? I'm not sure.

MR. HUBBARD: Typically, it would be the Staff presentation.

CHAIRPERSON DAWSON: Right, but I have a question for you first.

MR. CITRON: Sure.

CHAIRPERSON DAWSON: So, have you read the Staff report?

MR. CITRON: Yes.

CHAIRPERSON DAWSON: And do you agree with the conditions of approval?

MR. CITRON: Yes, we do.

CHAIRPERSON DAWSON: Terrific. Thank you so much for your presentation.

Sam?

MR. HUBBARD: Thank you. Let me get this ready.

All right, so just to kind of set the stage for the meeting this evening, I'll kind of summarize where we're at in the process. So, on May 24th of this year, the Petitioner appeared before the Plan Commission requesting approval of a seven-story, multi-family residential building, including 150 rental units and limited ground floor commercial space. The Plan Commission ultimately voted two in favor and four against a recommendation of approval, meaning the motion failed and the project was set to move forward to the Village Board for consideration without a recommendation from the Plan Commission.

Subsequent to that meeting, the Petitioner opted not to move forward with the Village Board meeting and the project as they had originally proposed it. They met with Staff, they met with the neighborhood, and they made significant modifications to their plans. The modifications were so significant that they do warrant another review with the Plan Commission, the Design Commission and the Housing Commission. The Design Commission and the Housing Commission meetings have occurred, and now they are back before the Plan Commission for consideration of their revised proposal.

So, that kind of brings us up to speed on where things are at this evening. I would remind the Plan Commission that the Staff Development Committee was

supportive of the original proposal and recommended approval subject to several conditions, and that was at the 150-unit density. Similarly, we are supportive of the reduced intensity development at 136 units, and we are recommending approval subject to several conditions.

This slide outlines the approvals requested. The PUD approval is changed from a 150-unit multi-family building to 136-unit building. The variation for the lack of substantial ground floor retail still remains. Then there is conceptual special use approval for the future restaurant that will locate there.

There is a need for a new variation, as you've heard this evening, relative to the drive aisle at approximately 22 feet in width where a 24-foot wide drive aisle is required. The Staff Development Committee is supportive of this variation. That reduction in drive aisle width occurs at the very end of the garage. It only affects about six spaces, so it has a minimal impact. We are supportive of that variation.

Additionally, a variation for tandem parking stalls is still required. I would mention that the Staff report and the legal notice that was published in the Daily Herald included the incorrect citation number for this variation. The correct number is shown here, it's Section 10.2-9, to allow tandem parking stalls. However, because the language in the Staff report and in the public notification outlined that the variation was specific to allowing tandem parking stalls, we believe that the notification is sufficient and are proceeding forward with the project this evening. The Staff report was corrected online, so the correct version is now there.

All right, so on August 22nd, the Petitioners appeared before the Design Commission. They did receive a unanimous recommendation of approval subject to five modifications related to the plans. They have provided some conceptual renderings showing how these modifications would look for Staff review on a conceptual basis. We think that these modifications would satisfy the conditions as required by the Design Commission, so we're confident that they'll be able to address those changes. Those modifications were included in the packet that went to the Plan Commission, so if they were curious they were available for your viewing.

At the Housing Commission on September 20th, the project also received a unanimous recommendation of approval. The project will comply with our Inclusionary Housing regulations. They will provide seven on-site affordable units and be paying a fee in lieu of approximately three units not provided.

Okay, so this slide outlines some of the primary areas of change on the previous proposal. I don't want to go through these in detail, the Petitioner has done a really good job outlining how they have made changes to the plans to address some of the issues raised at the previous hearing. I would mention that regarding our previous analysis of this development and its impact on the neighboring community, a lot of the previous analysis remains unchanged as this is now a less intense form of the development. So, in those areas, our review and analysis remain unchanged, but there were two areas of the modifications that warrant discussion this evening and that's relative to the garage exit and the parking.

So, the garage exit has been designed to be angled and discharge heading southbound on Highland Avenue. This change is, we think, meant to keep headlight glare away from the single-family homes to the north. However, the exit discharges into what is going to be an oncoming lane of travel, so traffic is going to be heading northbound this way, and the garage will be discharging into the oncoming traffic lane. It's just not an ideal situation from a traffic safety standpoint. While we understand there would be stop sign there, our Village engineers did not think that this was a very safe configuration for the exit. So, we are

recommending that the Petitioner modify this exit from an angled exit to a standard 90-degree intersection with Highland Avenue.

Then relative to parking, the revised proposal slightly decreased the parking spaces provided per unit for the residential parking. So, previously, there was a little above 1.3 parking spaces per unit. Now, the development is proposing 1.23 parking spaces per unit. The Village typically sees parking demand in multi-family residential developments within our downtown at about 1.3 parking stalls per unit. The Petitioner has provided data from a number of similar suburban Chicagoland developments that illustrate parking is provided at about 1.2 parking stalls per unit. So, we do believe that parking here is going to be tight. It is not at quite the ratio that we would like to see, but we do believe that if the parking is properly managed, that it can be successful.

So, that being said, we have recommended six conditions of approval relative to usage of that residential garage and relative to some of the exterior spaces as well. I'm happy to go into detail. Many of these were outlined in the previous presentation when this came before the Plan Commission in May, but they have been tightened up in certain areas given now the slight change and reduction in parking spaces per unit.

That being said, we are recommending approval of this application subject to the conditions as outlined in the Staff report, and I'm happy to go through any of those in detail should the Plan Commissioners wish to hear more. That concludes the staff presentation, thank you.

CHAIRPERSON DAWSON: Thank you, Sam.

Do I have a motion to approve the Staff report into the record?

COMMISSIONER CHERWIN: So moved.

COMMISSIONER JENSEN: Second.

CHAIRPERSON DAWSON: All right, all in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposed?

(No response.)

CHAIRPERSON DAWSON: Okay, great.

With that, would anyone like to ask any questions before we open up to public commentary?

(No response.)

CHAIRPERSON DAWSON: Seeing no questions, I think we're all anxious to get to public commentary so I'm going to open up to public commentary. I believe many of you have been here before. So, what I'll do is I'll go row by row. Just remember that you need to state your first name, spell your last name. We also ask that, you know, you keep it succinct. If it's been stated already, you know, maybe consider just reconfirming what was previously stated, but obviously you're all welcome to come up and speak.

So, I'm going to start with the first row. Okay, if you could state your first name, spell your last name, and then if you are so willing, provide your address.

PUBLIC COMMENTS FOR PC# 23-002

MR. GAYNOR: Hi, greetings. I'm Tom Gaynor, I live at 208 West Fremont. Last name is spelled G-a-y-n-o-r. I'm currently serving as the HANA Board President, though my comments are some personal ones but I'm going to try to reflect the tone of the preparate

meetings that we've had to share kind of the sentiment of things. So, I'll do my best to represent but I'm not, I cannot claim I'm the, you know, the voice of, right? We are all residents and have equal voice.

I really want to start out with two comments. One, the blue tape is a nice touch for us people who rehab homes. I think this is just, it makes us feel very comfortable, very nice touch. I also do want to thank the Plan Commission for putting up with us at the last meeting on this project. As you can tell, there was a significant amount of preparation and thought that the neighbors put into that, and we really appreciate your thoughtful consideration in listening. I know you guys are all volunteers, and to me it just is a testament to kind of the quality of the organization that we have here. It's very impressive.

I think the outcome from that meeting was also a terrific recommendation. The fact that you encouraged collaboration was spot on. It's something that we were looking back in August 23rd of last year when we were first introduced to Joe and team and the project. We said we have a very collaborative organization in HANA, we would like to make this project as good as it can be. That's kind of our mantra. At the time, that was acknowledged as an offer, it wasn't really taken up on. That has since flipped 180, thank you, Joe.

I think that as a result, we have a significantly improved project based on the fact that we've got the Staff, the developer and the neighbors all working together to figure out how to make this thing as good as it can be. I think that's something maybe we could bottle going forward. I think the more you can get people collaborating and engaging on this kind of very complex projects, I think it's better than to go up to the Plan Commission with a yea-nay on issues that maybe should have been discussed and hashed out long ago. So, from an efficiency standpoint, I think we'd be, I don't know, happier or so if we had maybe taken a different approach, and that's not a proud moment for any of us I don't think. I think we'd like to move these things along as appropriate, so, you know, just consider that a process improvement if you will.

So, given that, I did have a slide back last time around, we went through a whole bunch of material. I'm going to try to net out what I think the comments that were discussed within the neighbors, I'll try to net them out and maybe I'll click through some of the slides to illustrate. Let me just give you the sum of it, if I could right now.

So, we actually have issues that are I think fundamentally resolved, which is terrific. The design of the building, the materials used I think are very consistent with the tenor of what, you know, the character of what the neighbors are looking for. I don't think you'll ever get two people agreeing on architectural stuff, but we've come a long way from the original design to where we are right now which is a much more classic design. It's going to be a nice complement certainly. Everything we do is going to be an improvement over existing as we know, but I think the work that Katie and team have done to add architectural detail and interest I think is really nice. I think we're going to have a much better-looking building as a result, so thank you for that.

The parking garage was a deal breaker last time around if you recall. There was a huge amount of discussion about open platform, lights, the LEDs glaring all night, noise from car alarms, all that good stuff. So, the idea of sinking the garage, sealing it up just put all those issues to bed. I think that was a terrific move again from a design improvement standpoint.

The traffic and safety aspects that the neighbors brought up dealt

with the whole idea of ingress and egress on to St. James. I think Joe and team came up with the idea of let's put the main entrance on Eastman, which wasn't even something that we had talked about, so he gets five points for that. That's I think a really nice change that's really taking advantage of the boulevard size road we have on Eastman compared to the very narrow St. James. I think that's going to do exactly what the neighbors were looking for was to keep this to the south. We don't want to have our HANA triangle become even more congested and dangerous as a result of, you know, over-doubling the quantity of people and cars on the triangle. So, I think that was a really good move.

Even the party deck, too, was also another nice move, because that was something, I don't know why I call it the party deck, but that second story facing St. James just had too much risk to it. Who knows what could happen there and it's looking right into the bedroom windows of the residents on St. James. So, all of those issues have been fundamentally resolved. So, congrats, well done to you. That was really good.

We do have some ongoing concerns or issues. Part of the fundamental one is that this project is still a lot. We've got, you know, an R-3 zoned street on St. James now, thank you again, for your support of our down-zoning. That was very nice to get your approval thereof. So, in the big scheme of things, going from B-5 to R-3 is really not consistent with the step-down approach that the, you know, the Master Plan or the Comprehensive Plan wants us to adhere to. So, I'm just bringing it up as we have a very special situation here. It's not cookie-cutter, and I really look forward, you know, the Plan Commission to help again to make this project as good as it can be, if there's things we can do to get to the step-down alignment to what the Comprehensive Plan is all about, I think that would be greatly appreciated.

We do have a really tall building still. I know it's come down, thank you, but it's high. I mean, you're across the street from single-story homes. There's really no getting over the fact that this thing is going to tower over the neighborhood. The density is still high, it's 136 people or 136 units. Setback of 10 feet onto St. James is terrific. Everything else on our side of the street is 20. So, setback is certainly an area of opportunity as well, and the step-down is an area that, you know, you essentially have to achieve that step-down within this one building, right, the way it works right now. So, if there's any way to step-down to the neighborhood within one building, that's essentially the challenge we're up against here.

Issues that we would have, for this meeting, saying that guest parking is an ongoing issue. There is no extra parking on our HANA triangle, so you really can't have guest parking spilling over into the streets. There really isn't any overnight or long-term parking on any of those streets, and I don't think that was even, you know, proposed but it's just the reality is that people tend to want to park on the street near wherever they're at. So, the idea of parking across the train tracks is maybe a good idea but that may be a really tough thing to realize.

We talked about this in the past and I think this is not an issue, but I think we really should make sure it's clarified. The AT&T building is right next door on the east side, and at one time we were thinking that when the last dial tone goes away, that building could be up for, you know, a seven-story high rise development as well with zero setback between seven-story high rises that could create just a really awkward situation. It's not a HANA neighborhood issue, it's just something that probably just should be clarified as to if that reality is there or not because I think we would all look silly if we didn't acknowledge that potential.

Now, I'll bring up an issue we can talk about later, but the number of studios changed. It increased quite a bit, so there was a concern as to does that mean there is a potential that these are going to become airbnbs or if there is some aspect that's driving this that

could change the makeup of the tenants here. So, we want to make certain that, from a neighborhood standpoint, there wasn't going to be that kind of a change in the mix, or that change in mix would create some sort of different sort of tenants.

The other issue that was brought up at our prior meetings was the concern about construction in that we want to make certain that the brick foundations of these old houses across the street are going to survive the construction of a high rise here. So, just make certain we're not doing pile-driving and creating a Richter scale kind of issue that could cause some problem.

So, let me just do a couple of clarifying pictures and then I'll be quiet. You guys know about HANA, we went through all this last time. This thing is adjacent to our HANA triangle on the south side. We have that R-6 is now R-3. Thank you again, very much, that got Board approve in August. It's been in our to-do list for 40 years, so it's very great to see that. It was really great to see that Harold acknowledged the fact that we're actually going backwards to, you know, progress the nature of our neighborhood. I thought that was really a nice recognition.

These are the houses. When I talk about the, you know, it's a lot, it's in comparison to all the rest of the triangle where there's 136 folks living there. This one development is going to have, you know, closing in on 250. So, it's just a lot of folks that are going to be in an area that would be six single-family homes if it was R-3. So, that's just, you know, going to be a lot more folks in a very constrained area.

Just to compare with the other apartments down the road, it's a lot compared to some of those, too. So, we get it, it's within code, within building, you know, the zoning and all that such. But it is something that, you know, is going to be impactful and we really want to make sure we're doing the right thing for this very special neighborhood.

The changes on the height and the setback have improved things. This is the sight line kind of stuff which is impressive, you know, not impressive but it's helpful because we show Karen's house across the street, a one-story home, obviously kind of dominated by the size of this thing even still. It probably is even more impactful when you see the full eastern elevation, and I'll block it out. See, just kind of a squint test here shows you the magnitude of scale between this property, this proposed and what's existing. I'm not sure what the solution is and if there's ways to shift some of that mass to the south, that could greatly alleviate this overwhelming feeling of they've got this giant building right across the street.

When I again look at the plan, I think that more setback and maybe somehow doing a step-down thing that is within the building to maybe shift units, essentially shift left on this picture, if there is an opportunity for that, I think that could be a win-win to create, you know, not affect the viability of the project but also respect the fact that this thing is dominating for our neighborhood, all right. We've got, you know, there's further dimensions here.

I think that's probably all I want to talk about. I think we did talk about the studios. So, I will leave it at that. So, thank you for your time and consideration.

CHAIRPERSON DAWSON: Thank you.

All right, anybody else in the front row want to come up and speak?

(No response.)

CHAIRPERSON DAWSON: All right, second row? Just remember to state your first name and spell your last name for the record, and if you're willing, provide your address.

MS. MENZIES: Hi, my name is Vivian Menzies. Last name is M-e-n-z-i-e-s. I live at 212 West Fremont. I've been a resident of Arlington Heights for 72 years, and I've lived in

the HANA neighborhood for 47 years. Specifically, I live in the Memorial Park triangle area, and we've really seen a lot of changes in this neighborhood. When we moved in, it was a bit dated, kind of shabby. We had several vacant homes on our street. Now it's, you know, totally transformed to a highly desirable, very vibrant place to live.

We're really close to Downtown Arlington Heights, and we have had many positive aspects of this that we recognize everyday. We're always near to and very active in the community events, like the Farmer's Market and the Memorial Day Parade. You know, people park right in front of our house for that. We can walk to everything. We can walk to Arlington Al Fresco, the library, the train station. At the same time, there is a really delicate balance between the desire for expansion and growth and the needs of the homeowners who collectively we have invested millions of dollars in our homes.

The Eastman project, the new design is lovely. I think it's great, but I think it's the wrong project for this piece of property. All through the meetings at the Design Commission, we were never able to comment on whether the project itself was a good fit for the property. We were told we had to focus on the design and not if it fit the property.

The design was great. It's an attractive building, but now we're back to what we should have been considering in the first place: Should this project be built in this location adjacent to these single-family homes? To me, the answer is no. The Memorial Park triangle has 50 historic single-family homes with about 134 residents. This project will add 136 units and could be from 136 to 200 or more residents, more than doubling the number of residents in this tiny little area.

The project is out of character in both height and density. The six stories will tower over the homes directly across the street and change the character of the neighborhood forever, and we could really see that on that one slide that shows the mass of that building compared to the single-family homes.

This is a very valuable piece of property, both for its proximity to downtown and its walkability, but also because it's within the very desirable HANA boundaries. Any project that's built here should be no more than the three-story height that exists on the property now, and it should be sensitive to the character of the existing neighborhood and especially to the homes right across the street. This would be a perfect place for townhomes or brownstones that would be a good transition from that highest density of the Central Business District down to single-family homes.

In fact, we were at the Design Commission last night and a project got approved by them of five townhomes on Rand Road in a small piece of property. I think this project is bigger than that and we could have two rows of brownstones and it would be a great place to walk to Downtown Arlington Heights. I think it could be very successful.

I just appreciate you hearing my concerns and thank you for your time.

CHAIRPERSON DAWSON: Thank you.

Anyone else in that second row?

(No response.)

CHAIRPERSON DAWSON: All right, going to the third row, anyone there wish to stand up and speak?

(No response.)

CHAIRPERSON DAWSON: All right, anyone else? Okay, sorry, anyone else on this side who wish to speak? All right, if you could state your name and spell your last

name and your address if you would.

MS. COUGHLIN: Elena Coughlin, C-o-u-g-h-l-i-n. I wrote this with my neighbor, next-door neighbors Scott and Sara, because I don't have enough sleep to actually write a full thing on my own right now. But on behalf of Scott and Sara McKinney who live at 203 West Fremont, regardless of the final height of this development, it will be visible from both of our backyards.

This proposed project has already been through a long journey for which many resident concerns have been voiced. Some concerns have been addressed by the developer and architect, specifically the traffic flows have been adjusted to satisfy the safety concerns of the families with small children that live directly across the street from the project. The open garage concept has been eliminated which is amazing. The overall design of the building has been modified with different materials to better align with the essential character of the historic neighborhood that lies directly to its north.

We truly appreciate these changes made by Mr. Taylor and his team. We're not trying to be difficult. We're just trying to protect what we have.

The largest concern is the overall size and density of this building and it has yet to be adequately addressed. The developer has touted some significant concessions that have been made to the proposal, but close examination reveals that these changes are minimal at best. From its initial proposal, the overall height of the building has been reduced less than six feet, and the number of dwelling units have been reduced less than 10 percent. The ground level setback of 10 feet has been created, however, this setback is still smaller than the 13-foot setback of the single-family home directly across the street. There are now setbacks on the second and sixth stories that are helpful, but very small in the context of the profile of the entire building.

It is still a massive structure that dwarfs all of the structures in the area immediately surrounding it. As proposed, the development doesn't align with the Village's guideline of a step-down approach, sorry, as buildings radiate further out from the central downtown area. This 76-foot tall building will sit directly across the street from a 21-foot single-family home. This is not a step-down, this is a cliff. No amount of modification to architectural detail or material choices will sufficiently address this foundational issue.

During previous Commission and neighborhood meetings, sorry, to this project, Joe Taylor and Bernard Citron have stated that reducing the size and density of this building was impossible due to financing terms. They also stated that creating any setback or cladding the building in brick was equally impossible for the same reason. They've made these modifications which we are grateful for, but we believe there is further opportunity here for Mr. Taylor and his team to make additional changes.

At the last meeting, one of the Commissioners remarked that this is an intense development. While the facade now matches our neighborhood better, it is still an intense development in size. Thank you for what you did for our community at the last meeting. When the Commissioners voted no, not to pass this project, you gave the neighbors a voice after a year of meetings and discussions that were never addressed. We left last meeting feeling immensely proud and empowered by our local government.

Commissioners, please help us work with Mr. Taylor to further reduce the height and density of this building to better fit the essential character of the surrounding neighborhood and to align to the Village's step-down approach. Thank you.

CHAIRPERSON DAWSON: Thank you. You're amazing “mom”-ing there,

like I applaud that. It was amazing.

Okay, so this side I believe is done, and we have someone who'll speak there? Yes, please stand up, you know the drill.

MR. MOENS: Thank you, Chair Dawson, I appreciate that. I'd like to address the affordable housing component of this project.

CHAIRPERSON DAWSON: You know the drill, you've got to state your name and spell your last name.

MR. MOENS: Oh, I'm sorry. My name is Keith Moens, M-o-e-n-s, from Arlington Heights. Yes, I'd like to address the affordable housing component of this.

I ask that the Plan Commission amend their general recommendation 6.a where it includes all the units in this project, which I think is option number 1 of the Staff report. We would rather much have the included units rather than fee-in-lieu if possible. That's 136 total times 7.5 percent would be 10 units. Right now, it looks like it's going to be seven and three.

I'd ask that you amend that to make it all included. If not, it just seems a bit, you know, coincidental that these three units cannot be added, then that breaks right along the fee-in-lieu included units, the vision in our Inclusionary Housing ordinance. I mean, I think those three units, you know, can be included and I think they just need to look a little harder. If not, provide the documentation in writing and supported by a form of financial statements that explains why those three units would not be able to be included. Thank you.

CHAIRPERSON DAWSON: Thank you.

Anyone else on this side of the room?

(No response.)

CHAIRPERSON DAWSON: Okay, with that, I'm going to go ahead and close public commentary. I will start over here with questions.

COMMISSIONER CHERWIN: I guess just the one question I have for Mr. Taylor or Mr. Citron and team, one of the issues that was brought up last time and I think you guys made a lot of headway on the project in general, so everybody involved, I think you did a really nice job. But one of the issues that was brought up, and Mr. Gaynor mentioned it as well as some of the other people, is maybe offloading a deeper step-down to the north and putting it on the south. Could you just talk about sort of your thoughts in terms of the step-down you made and why you're not loading more, maybe using more height on the south than even what you have proposed now? Maybe you go up on the south and cut off on the north a little more.

MR. CITRON: There's a couple of reasons, and I think Katie would be able to answer them better. But first of all, really simply, we have a height limitation in the B-5 district. So, we can't really go, I don't know that we could go higher than what the south is today to switch those units over. So, that's --

MS. LAMBERT: Given the height, you could technically go up one more level, but it would be an issue with the construction type of the project. We've maxed out the ability to build this out of basically stud framing, wood stud framing. So, we'd have to change that which would have a cost impact, a significant cost impact on the project.

MR. CITRON: And, again, any of these projects, and we're asking the Plan Commission to recognize that every project that you've seen has a balance to it. In this particular case, we have significantly added to the cost. We know people aren't going to want to hear this, but the fact is when you start to build underground parking, it's like $50,000 a space.

COMMISSIONER CHERWIN: Yes, it's very expensive to go underground.

MR. CITRON: So, you know, it's very expensive. It's not all brick, well, not all brick but mostly brick on the outside. We've added a lot of expenses, so we've been trying to balance that. So, to go even more of a step-down just doesn't work financially, economically feasible and design feasible for the building. We'd have to even change it entirely more, so we've recognized that.

One thing that was said here is when you go on the north side of the building, we've actually up until, how far back, is that 30?

MS. LAMBERT: You've got at least a 50-foot setback until you hit that top.

MR. CITRON: So, we are actually 50 feet from our property line when you hit the very top of the building --

COMMISSIONER CHERWIN: Yes.

MR. CITRON: -- which even under the document that you saw, the drawing that you saw, if you're standing across the street, you won't see the top of the building. You'll only see the lower portion of the building. Now, again, we recognize the fact that people would like to see a three-story building, that is not going to happen here that we can make happen. At least we can't make that happen here, to do two or three-story buildings, but you will not see that top of the building, it's 20 feet less in height. We've made a significant change and we really can't do more than that when you gather everything together that we've done and added to the cost of this building especially in today's circumstances.

COMMISSIONER CHERWIN: Yes, it's apparent to me when I was looking at the plans that the cost of the building went up quite a bit since the last meeting.

MR. CITRON: And that was because you sent a message. I mean, whoever wants to take credit for this, you sent a message and we've done what we can do to try to address all of the comments you've heard today from the neighbors.

COMMISSIONER CHERWIN: Thank you, that's all.

CHAIRPERSON DAWSON: All right, Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes, I'd like to commend Mr. Taylor and the design team for the tremendous amount of revisions that you made and listening to the HANA group in the past. This building is much more traditional looking. I like the setback, I like the additional landscaping, the traffic patterns and so forth. So, I think you've done a great job with it and I want to commend you for it.

My last point I'd like to make it is I kind of agree with Mr. Moens that if this has a requirement for 10 units to be affordable housing, I'd like to see the 10 units rather than seven units affordable housing and three fee-in-lieu-of. So, that's my comments, but again, thank you very much for listening and all the revisions that you made to this plan.

CHAIRPERSON DAWSON: Do you have a question? Do you want to ask about the affordable housing? Do you want them to speak to that?

COMMISSIONER SIGALOS: No, I mean, I knew the affordable housing requires 10 units, correct?

MR. HUBBARD: Well, the way the regulations are written, it allows either 7.5 percent of the number of units in the development to be included as on-site affordable, so that's one way of meeting the code, by providing all 7.5 percent. But the ordinance also allows developers to provide five percent of units as on-site affordable units and then pay the 2.5 percent as a fee in lieu of for the difference. So, our regulations allow that, it's not an exception that's being granted. It's what's allowed.

COMMISSIONER SIGALOS: No, I fully understand that. I'm just putting

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my, from my perspective, I'd like to see the 10 units, that option be provided here.

MR. HUBBARD: I would add that we certainly appreciate those comments. Similar to what we say to the Design Commission when they talk about items under the purview of the Plan Commission, we would advise the Plan Commission to uphold the Housing Commission motion which is reflected in the condition.

COMMISSIONER SIGALOS: Okay, thank you.

CHAIRPERSON DAWSON: Commissioner Drost?

COMMISSIONER DROST: Yes, thank you.

First of all, I want to commend everybody for doing a really good job in a collaborative way, and this development early has a lot of sex appeal, at least in my opinion. I've got a, I want to comment on the presentation of Mr. Gaynor. That was really succinct and well done, and you didn't have everybody coming to the podium to repeat what has been going on over the last few months.

But I'd just like to see a show of hands, and I'm assuming on my right side, are you all in agreement with the presentation that Mr. Gaynor made, picking out the points and the concerns of the HANA group? If you'd raise your hands as a show? So, we can put it in the record is basically what I'm doing.

CHAIRPERSON DAWSON: Well, you can't put a show of hands --

COMMISSIONER DROST: No, but that it's unanimous or 90 percent? So, everybody is nodding their heads. So, the HANA group indicated unanimity with Mr. Gaynor's presentation.

In the points that you made, three come out at least in my thinking. It's not with the look of the building which I, you know, stated that it was very attractive. It's what's within the context of the building, with 136 units and a lot of studio apartments and smaller apartments. I'm a downtown resident, and in our building one of the concerns we had was with the potential development of the Arlington Park side where you become a hotel and become an airbnb or temporary housing for people that are sort of on the entertainment set.

The question to the developer, to our Compasspoint Development, within the leases and the use of that property, has it been contemplated on any restrictions that would limit any subleasing or use of these premises for, let's say weekends or a season with the Chicago Bears? How's that?

MR. CITRON: That was discussed specifically.

COMMISSIONER DROST: Yes.

MR. CITRON: It has nothing to do with adding more studios, by the way, we should point that out. What happened was we eliminated the one-bedroom with dens, if you go back in time to what the original presentation is, we had this sort of in-between number of units that went between one-bedrooms and two-bedrooms, because of Mr. Taylor's project in another town that is currently being leased up, those were the last units being leased. So, we eliminated that unit type; we learned from our mistakes there. So, instead of having those, again, to keep at least some reasonable density here, we have more studios.

So, that was a long way of getting to the simple answer was these are all going to long-term leases.

COMMISSIONER DROST: Okay, yes, I just want to get that in.

MR. CITRON: We're not in that business. We don't want our, you know, we don't necessarily want our tenants to have to have internally transient. I mean, if people in the neighborhood are concerned about that, imagine if you're living down the hall, and I see that

you've either had that issue or you've seen that issue, but these are long-term leases. When I say long-term, they're one-year leases.

I mean, these are typical leases for this type of units, and that's what the financing is based out of. You can't sublease it unless, they would have to be allowed to sublease it and we don't really do that. I mean, that's not our business and that's not what we're doing for instance in Downtown Des Plaines as we're doing that.

COMMISSIONER DROST: Yes, and sort of on this concentration and the parking and where you're going to get basically the 1.2, that is a concern of mine, too. I don't know how you'd fix that.

MR. CITRON: First of all, we have actually looked at other developments, because there are existing developments with that parking doesn't necessarily mean that they're all being used in that way, that's number one. We've looked at that and they're not being used in that way. Plus, there is for, you know, guests, you do have parking across the street which you could use if there's a need for that type of parking. You could even get an overnight, I believe an overnight, I'm looking at Staff because I don't want to say the wrong thing, you can get an overnight permit.

MR. LYSICATOS: At the Vail Garage, there is availability of overnight permits. I'm not positive which developments get access to it, but there is some availability at the Vail Garage.

MR. CITRON: So, I mean, again, if you look at the way the building is laid out, you're not going to have that many people living in studios. Generally, it's one person living in studios, and even what we have been finding in all of our developments, even the one-bedrooms are one person. So, we can sit here and debate how many people are living here, it probably isn't as high as what is being touted as part of this development.

Just to point out real quickly, we're not in the HANA boundaries. They're immediately across the street, we all know where we are located, we got that.

COMMISSIONER DROST: You can apply for the membership.

MR. CITRON: Thank you, but we're not part of the HANA boundaries. We are distinctly across the street. Courts have said that streets form reasonable barriers to development. I can't go back in time, I don't know that anybody here can go back in time as to when this property was up-zoned. This has been in discussion, but B-5 is what we are and that's where we're reacting to. So, we're not in the boundaries, we think we've answered all the questions that we could answer in the most reasonable and feasible way.

In terms of the affordable, again, it comes back to what I said with all the extra expense in this building, we're still paying the fee that's allowed for by your own code. We're obeying your own code, and we have to allocate money in different ways. So, that's where we're at today.

COMMISSIONER DROST: Yes, and the north needs some development for sure. But we've had the 425 project which had that same density issue and cars and apartments and, you know, we even discussed possible Zip cars or some way to ameliorate, you know, that intensity. I agree with you, you know, studio, one car, maybe one car at most, maybe, you know, alternative transportation.

MR. CITRON: You know, one of the conditions that Sam put up there talked about if the parking plan, which is a very extensive parking plan I believe, it's more detailed than what you generally see in these types of developments, if we need to address that, if we need to address that in the future, we can take that into account and look at how do we make that

happen. We truthfully don't believe, because we do this all over at the suburbs and the city, and while during COVID active use of cars went up a bit because people didn't want to use public transportation, it's now going back down again. So, what we're finding is in these, and this is a downtown site, even though we're across the street from HANA, this is a downtown site, and we are seeing much less use of automobiles. People aren't going back to using Uber and Lyft and all those other things.

As one of the residents said, you can walk. I mean, the fact that we're on the other side of the street, you can walk to a lot of the amenities or a lot of the businesses or medical uses or whatever is in your downtown, you can walk to it. That's what people are doing because, to be honest, I mean, if you're a younger person, the rent structure at this building, you're probably not going to own a car if you're living in the studio.

COMMISSIONER DROST: Yes. What do you think the rent structure is going to be?

MR. CITRON: Joe?

COMMISSIONER DROST: If that's been asked or answered, don't bother.

MR. CITRON: It hasn't been asked or answered, but Joe will get to that.

MR. TAYLOR: Joe Taylor, T-a-y-l-o-r.

CHAIRPERSON DAWSON: Look at you.

MR. TAYLOR: Got you. I heard a bunch of it. So, the rents will start, so we have on the smaller end, correct me, 475 square feet on the low end, on the small end, and on the larger end for the studios they're over 500 square feet, but the lower end sized units will start around $1,400 which is actually very affordable.

COMMISSIONER DROST: It is.

MR. TAYLOR: For the suburbs. I will tell you that my development in Downtown Des Plaines, it's currently almost fully leased, those rents start at $1,950 a month now, studios.

So, we actually are going to bring some affordability to the studios here. Just based on the size, we can charge less money for it, they're more efficient. So, $1,400, and our larger two-bedroom units will probably go somewhere $2,700 to $3,000 depending on where you are in the building, a few corridors and whatnot.

COMMISSIONER DROST: Yes, that's helpful. We've got an economist on our panel, so he'll ask some other question maybe in that regard.

But the other point and corollary to the parking is the guest parking. Again, when you have visitors there, that will probably require more parking. I understand that there is some organization to this, but you're dealing with human beings and that's what we have had in our development on the south side is, you know, people don't read signs, people don't read signs, and people don't read signs. You know, as much as you want to manage it and it's an enforcement issue, that's a concern. I'm not telling you to solve it, you've presented a solution and I'm not asking you to be out there, and --

MR. TAYLOR: We do have professional management on staff and we have, around the building we'll have security cameras. So, anybody violating rules and regulations, especially if it's a guest of a resident, the resident will be notified. If it happens more than once, we fine them. So, it's something that we're very cognizant of when approached to managing the building.

COMMISSIONER DROST: Yes. The last question I've got relates really to the point that Mr. Gaynor brought up, the AT&T building. We know those foundations are very

solid, they can go up, we've seen that in another location. Then at First Presbyterian Church, we have been discussion reusing that parking lot, and there's been some proposals for townhouses and other development. Then when you're starting to conflate the potential density issues, you know, what's your Plan B, what's your Plan C?

MR. TAYLOR: I think I'll answer the question about the AT&T building. So, as part of this acquisition that we did, we also approached AT&T. I've got actually many contacts with AT&T; they do all of our fiber optic and cable in my buildings in Des Plaines. That is a major switching hub for all the fiber optic and telephone. All of that comes up through the ground and into that building. There's like three offices in that building; in fact, there's probably five employees, that it's never going away. They'll continue to use that building for infrastructure purposes. You know, I don't think that I'll ever have, I don't have any issue with view corridors going east there because that building will always remain.

COMMISSIONER DROST: Okay, well, thanks. That's helpful.

MR. TAYLOR: I mean, as far as I know as long as technology still works. At 10, 15, 20 years from now, who knows?

COMMISSIONER DROST: Yes, right. Sure, I understand. Good, thank you.

MR. TAYLOR: Sure.

CHAIRPERSON DAWSON: Anything else?

COMMISSIONER DROST: No.

CHAIRPERSON DAWSON: Commissioner Green?

COMMISSIONER GREEN: I just want to say that the design team over there did a wonderful job. I like the more traditional look. I liked the old building, but I like this one a lot better. I think the step-backs and the setbacks, it was a nice concession on your part to do that and I appreciate it. I think it has made a very nice look to the building, something that may have been a little bit stifled on the old building, but it looks great and I am in favor of it a hundred percent.

CHAIRPERSON DAWSON: Okay.

COMMISSIONER LORENZINI: Sam, can you clear something up for me? I'm a little confused about the parking.

MR. HUBBARD: Sure.

COMMISSIONER LORENZINI: The parking spaces. When you talk about, I think you mentioned 1.3 spaces is what we see downtown, but they're providing 1.23 spaces, but then Mr. Corcoran said we are providing 36 more spaces than required? So, I'm a little confused on how to mesh it together.

MR. HUBBARD: Yes. So. actually we see a higher demand for parking in our downtown than what our code requires. So, our code requires one space per unit for a studio unit, 1.25 spaces per unit for a one-bedroom unit, and 1.5 spaces per unit for two-bedrooms and above. If you have a heavy studio development, you're probably going to be at a, you know, code compliant at one parking space per unit. So, what we see for demand exceeds what our code requires.

COMMISSIONER LORENZINI: Okay, and the parking garage, coming around the parking garage is going to be left turn only. Is there going to be a stop sign there?

MR. HUBBARD: Yes, there will be a stop sign and there will be a prohibition for right-hand turns, yes.

COMMISSIONER LORENZINI: Okay, but is that an enforcement by the

police? I mean, Arlington Heights Police?

MR. HUBBARD: Well, it's a private street, so I don't know if it would be subject to the Rules of the Road, but certainly it would be subject to the rules of the developer.

COMMISSIONER LORENZINI: Okay, all right.

MR. CITRON: I think the best answer to that is I know, for instance in shopping, and I'm really going back to my days as a municipal lawyer when I was on that side of the table or your side of the table, I know for instance in a shopping center, you enter into an agreement with the municipality to enforce private, for instance that's the way you enforce handicap spaces in shopping centers is you have to enter into an agreement. I'm not sure if Arlington Heights does that. I would imagine they do do some of that, at least in the shopping centers, because otherwise how do you enforce fire lanes and handicap or ADA spaces? So, if that is available, we will do that because we're serious about this. We understood the concern.

The second part of it, Joe did mention in his answer that we're going to have cameras. If we see people violating that direction, that's a rule of living in this building, they will be notified that they have violated. If they violate it once, they'll be told don't do it again. If they violate it a second time, they will be fined. We're going to take action on this, this is how serious we are about having people getting in and out of that garage. We redesigned the entire first floor of the building to accommodate this, so that's how serious we are with that. So, I think there's two ways to enforce that.

COMMISSIONER LORENZINI: Okay, as long as you're up there, so briefly describe who's going to want to maintain it once it's built?

MR. CITRON: Well, Joe's company. Joe is it, he's --

MR. TAYLOR: I'm the owner/developer. We have a series of partners, but we will own and maintain it for the foreseeable future. We have tons of financing, equity, bank debt, and then we have a professional management company who's going to be on site.

COMMISSIONER LORENZINI: On site, okay.

MR. TAYLOR: Yes, managing the building on site. Maintenance staff, leasing staff, building management, so people who are just interfacing with the tenants.

COMMISSIONER LORENZINI: Okay, thank you.

MR. TAYLOR: Yes.

COMMISSIONER LORENZINI: I just want to say the architects did a great job with those renderings, especially showing the before and after, with the original and the after. Those are really done well. Thank you.

COMMISSIONER JENSEN: Just a couple of minor questions. What are we doing with the egress out onto Highland? Are you going to take the recommendation that's in here and make it perpendicular as opposed to angular? Where are you with that?

MR. CITRON: When we redesigned the building, and I'm going to be as blunt as that, we redesigned the building is we all recognized at least that part of it, we did that, they call them pork chops but we curved it away because we're really trying to react to that. We would prefer keeping that, because again, the traffic is so minimal on Highland. We don't I guess share, our traffic consultant who would testify if we asked him to do so doesn't share with all due respect the same concern that the Village's Engineering Staff has, because it's just a low traffic. People are exiting on there, they're not coming into it, they're not going up Highland.

However, that is Staff's recommendation. It's up, I guess it's up to the Plan Commission whether to accept it or not accept it and pass those on to the City Council. I imagine depending on which way this goes, City Council may, or excuse me, Village Board may

have something to say about that. We would actually prefer to keep it the way it's drawn on the plans because it seems to make the most sense.

To be honest with you, way early on in this process, we wanted to close off Highland from St. James. We actually thought about putting, you know, they have those kind of flexible barriers things that emergency vehicles could go over. We respected this, but the Fire Department, the Police Department didn't want that closed off. So, that came off the table. That was one of the first things we offered, like even before we came as far as we've done here.

So, it's going to be up to what the Plan Commission agrees or doesn't agree.

COMMISSIONER JENSEN: Well, if we go with what's in the recommendation here and make a recommendation to approve, it will be that you need to straighten that out rather than leave it curved. I don't know how serious the Staff feels about that. How significant is your feeling about that?

MR. HUBBARD: Yes, I mean, I think it was a discussion at the Staff level and we felt it was an appropriate condition to put in here for safety purposes.

COMMISSIONER JENSEN: So, if we vote to approve this as it stands, that would be a requirement?

MR. HUBBARD: If you vote to approve it subject to the conditions as recommended by Staff, then they would be required to modify it, yes.

MR. CITRON: I'm afraid to go here, but I'm going to ask the question. Is not the Plan Commission, can they vote to approve something and modify a condition?

MR. HUBBARD: Oh, sure. Yes, they could approve it subject to the conditions as recommended by Staff minus condition 11.

COMMISSIONER JENSEN: Well, I, too, want to commend all the modifications you've made, and you've added a lot of cost. I assume that you wouldn't be going forward with this unless it was still an economical proposition for you to do so. So, the way the finances work out now, it's still something that makes it feasible from what I understand because you're here a second time.

MR. CITRON: It is feasible, yes.

COMMISSIONER JENSEN: I've heard the comments from the, and I'm very sympathetic to a lot of the comments from the people in the HANA area. But what it comes down to is they're either saying build this half the size of what you have or build this somewhere else. I guess I'm a little torn because you meet most of what you have to do, you know, for the zone that you're in. So, I don't know if that falls within our purview to say you can't do that. So, that's kind of where I am, but I do want to commend you, and I actually commend them as well because I think you've worked well together. You've made a lot of modifications. I think it's a good project and I just think everyone has done a great job.

MR. CITRON: Thank you. The team thanks you for that.

COMMISSIONER CHERWIN: Chair Dawson?

CHAIRPERSON DAWSON: Sure. I was going to speak.

Do you have another question?

COMMISSIONER CHERWIN: Oh, go ahead, yes.

CHAIRPERSON DAWSON: Go ahead, no, you go ahead. Do you have another question?

COMMISSIONER CHERWIN: Yes, I was just going to, it wasn't a question as much as it was just a comment, a follow-up. I think what the Petitioner said, you know, made

an important change and I think it's a good one, you know, everybody talks about affordable housing and how to get there. I think the fact that we have, you know, I brought this up in other developments, too, the more natural way to create affordable housing is, you know, smaller units where you can obtain it at a smaller price point. I mean, ultimately, density is the only way, you know, you're going to get affordable. The other stuff is just window dressing but, you know, to the extent you can put in more just smaller units, more affordable units, and I think we talked about how we compare rent-wise to some neighboring communities, I think that should be encouraged to get more affordable units in a more natural market-driven way. That would be my comment, thank you.

CHAIRPERSON DAWSON: Okay. All right, well, I believe I might be the only one up here who wasn't at the first hearing. My son graduated from high school that evening, so I have a very good excuse. I was at a high school graduation.

But I have to say that I'm really impressed seeing the changes. It's, I think in my experience, unusual to see a developer bend over backwards so much to make so many changes to accommodate the neighbors the way that you have. So, I commend you very much for that.

I believe all of the questions, at least the ones that I made note of, of the audience were answered other than, and maybe this is really a question for Sam, there was one comment to how are we going to ensure that the construction doesn't damage the homes. Could you just speak to that? Sure, but I just, we could also speak. I mean, the Village also is concerned about that, so could you just speak to that a little bit? Then you're welcome to speak as well.

MR. TAYLOR: Yes, I have a specific answer for it, so not a big deal.

Go ahead, Sam.

CHAIRPERSON DAWSON: Sure. Whoever wants to talk.

MR. HUBBARD: It will have to comply with all building code standards and construction standards, and there are regulations for those types of things, yes.

CHAIRPERSON DAWSON: Okay, great.

MR. TAYLOR: So, just as a point of construction technique, what I think the neighborhood concern was driving big, long piles, metal or otherwise, into the ground causing vibration across, like 60-70 feet across the other side. This is actually considered a mid-rise structure, and so I'm pretty sure this is all going to be spread footing. So, we're digging a footing foundation, it's seven-eight feet into the ground, and then we're pouring concrete and rebar into the hole, and then we're building a, either building or coming in with a precast column that sits on that footing. So, there's no pounding, there's no, you know, large sheet piling or anything like that. So, that's how that's going to be built for that size building.

If it was a 20-story building, then we're doing, you know, sheet piling and driving piles into the ground, 50-60 feet into the ground. That causes vibration, but I think to the concern of even that wouldn't cause damage to homes. If they were right next door, now we have to do video monitoring of structures that are adjacent, directly adjacent to those structures being built.

CHAIRPERSON DAWSON: Sure, but I would believe our code and just general construction guidelines would have protections in place for the neighborhood.

MR. TAYLOR: Absolutely, yes.

CHAIRPERSON DAWSON: So, I just wanted to get that out in the record and have everyone hear it because I like to make sure that all of the comments and questions are

addressed.

Okay, so with that, any other, you had additional comment? Any other additional comments, questions, discussions? Motions?

COMMISSIONER GREEN: Should we talk about the exit being a pork chop or straight?

CHAIRPERSON DAWSON: Number 11?

COMMISSIONER GREEN: Number 11.

CHAIRPERSON DAWSON: Considering that's not my profession, you know, I tend to agree with what Staff says, but some of you have experience, so have at it.

COMMISSIONER SIGALOS: Bruce?

Can you explain, Sam, why Staff is recommending that?

MR. HUBBARD: Yes. So, the way that it discharges, right, so traffic on Highland if there was northbound traffic coming, it's going to be, you know, like coming in this path. Then you're discharging essentially into another inbound lane of oncoming traffic. So, that was a concern from the Village engineer. There are these columns here, right here one and two, which also kind of impedes the visibility. There's another column here and here. So, it's not a highly visible location where you can really see traffic well.

We understand there would be stop signs here controlling that movement, but just as a, you know, an organizational best practice and way to design a site, this, you know, was not something that the engineers were supportive of.

COMMISSIONER CHERWIN: I mean, if I look at that sight line, it's possible that it could be worse if it comes out straight from a sight, I mean, if you come out angled that way, you can see further down in my opinion, so I don't have a, honestly, I don't think the engineers have, you know, unless they've got something else, I don't know that it's a better layout to have it at 90 degrees.

MR. TAYLOR: I proposed a hybrid structure. So, you see how on the right-hand side of the screen it angles from the garage, and then what Staff and the Village is requesting is for the left side of the curb to come straight down. We propose actually leaving the angled coming in off the right side and coming off the left side a 90-degree straight T into the drive aisle, therefore, allowing a much wider drive aisle to allow people to be able to see past that angle. So, it can be done either way.

We're just really trying to address the concerns of the neighborhood to the north so that it really directs people, hey, you're not supposed to go right here. We want you to go left, but again, signage --

COMMISSIONER SIGALOS: Yes, I agree. I think that way is better with the angled exit.

MR. TAYLOR: What's that?

MR. LYSICATOS: Actually, the right side of your car would actually be hanging out further to get the same sight line as you would if you come at a 90-degree angle. So, what happens for the driver to see the same distance to the left, the right of the car would be hanging out further. That's what the traffic engineers are concerned about is that when you come out straight, you're looking to your left, you're sighting through that column. But if you turn your car, you now have to come out further, so now the right side of your car is sticking out into the lane. That's what they're uncomfortable with, and to have that sort of, I don't think they want to see that sort of liability also on the Village that if that configuration is seen as something that's counter to standard traffic engineering and against their sort of best standards in their

professional opinion, it becomes something that the Village has sort endorsed to a degree.

COMMISSIONER SIGALOS: Okay, thank you.

COMMISSIONER JENSEN: Is there any reason that you have to have this as a two-way street? I mean, could it be a one-way street? And would that make any difference if you did?

MR. HUBBARD: I mean, it's a shared street and it's governed by an easement. So, half of it is on the subject property side, the other half is on another property. So, any change would have to be, I believe, agreed upon by the person who owns the other side of the easement there. I mean, from a, I suppose in theory, yes, it could be switched, yes.

CHAIRPERSON DAWSON: I believe you wanted to address the traffic concern?

MR. CORCORAN: Certainly. Well, a couple of things. We kind of argued the sight distance, I think it's adequate, but also the concern was if someone coming out making that left would turn into the northbound lane, and even with the angle on that driveway, that's going to be pretty tough unless you've got like maybe a MINI Cooper because, you know, making that hard left turn to get into a northbound lane is kind of tough for most vehicles. They would naturally just go to the outside lane just like you do when make a left turn, unless it's a one-way street. Obviously, we could supplement that with some, like you see at the intersections, we have the skip dash to guide the left turns through signalized intersections. We can do that, too, here, and add some striping and some additional signage to alleviate that if we leave it in this configuration.

So, you know, again, we're trying to prevent that right turn. If we make it straight, you know, again, we would direct everyone to the left. But now, again, you've probably seen it, you know, small vehicles can make that right turn. We're just trying to do everything we can to force them to the left.

COMMISSIONER DROST: Would that have a camera on it, too?

MR. TAYLOR: Yes.

MR. CORCORAN: Right.

COMMISSIONER DROST: Good.

MR. CORCORAN: And then there's the enforcement part that Joe had just spoke about earlier.

COMMISSIONER JENSEN: Mr. Corcoran, so what kind of volume of traffic are we talking about? Because I've driven through that area, it looks like there's almost never anybody on that street, but maybe I'm looking at it the wrong times of the day.

MR. CORCORAN: Well, when we did our traffic counts out there, you know, again, the office buildings were empty. Obviously, the realty and the bank are in operation but, you know, there's like two or three cars an hour are going down that road, Highland, today, and again, not heading toward our development that traffic is supposed to be going. So, really the northbound traffic is to serve those parking spaces you can see there at the edge of the building as well as the parallel spaces on the other side of Highland. So, five cars an hour, you know, maybe 10 cars an hour at the highest, but going northbound to fill one of those parking spaces. Then we're talking about 30-35 cars maybe exiting at rush hour coming out of the garage, depending on what time of day, to go wherever they're going.

So, again, we're not talking about high volume. We're not talking about, you know, sight distance; if this was Northwest Highway we're talking about, I would highly agree with the Staff's concern about sight distance. We're talking, you know, a private road that's

10-15 miles an hour at best because these folks are so, they're looking for parking spaces. They're not trying to go from point A to point B like they may be on a regular street. They're hunting and searching for a parking space.

So, we don't quite share the same level of concern that Staff has. I understand what they're saying, but we don't share that same level of concern.

MR. LYSICATOS: One thing we're also, just because of our nature as planners, you don't know what's going to happen across the street from there. Right now, it's a bank, you know, a relatively small development with a big parking lot. We don't know what's going to be there five, 10, 20 years from now. This driveway is going to be built as is. So, we don't know if something gets closed off there and then they make it one way south, we don't know if a building gets put there and it becomes a busier street.

So, I think that's why we want to sort of build things and lay them out in a more uniform or standard fashion because we don't know what's coming in the future next to that. That would be an impossible ask for us to go back and say, hey, can you go change your driveway now because something is coming in. We wouldn't be able to ask them that.

CHAIRPERSON DAWSON: Yes, Sam?

MR. HUBBARD: And if I may add one other thing, the geometry of the angled drive now, it doesn't prevent people from taking that right turn. It may encourage them more to take that left, but they can certainly make that movement. If you're a scofflaw and you want to take that right-hand turn, you have the ability to do it with this angled configuration anyway, so it's not preventing it. So, given that it's still able to happen under the angled configuration, I think the Village would just prefer to see it be that standard 90-degree intersection which is a little bit more safe.

CHAIRPERSON DAWSON: Could you, and this is probably not addressed to you, but could you explain to me again why, is there a monetary cost? Why is the developer so concerned? I understand you're trying to respect the neighbors. I do, I get that, but aside from that, why do we not want this straight?

MR. TAYLOR: For us, we thought that this was a better option to address the concern from the neighbors that making it a 90-degree with a stop sign allowed people to make that right. It's really, I think it's a matter of perception. I think either way Staff is correct.

CHAIRPERSON DAWSON: Okay.

MR. TAYLOR: If somebody really wanted to make a right there, they're going to make a right, and we have to do our job to enforce that in either condition.

CHAIRPERSON DAWSON: Okay, so there isn't any --

MR. TAYLOR: There's no monetary thing.

CHAIRPERSON DAWSON: Okay. All right, I just wanted to make sure because we're spending an awful lot of time on this.

MR. TAYLOR: Yes. I think I'm totally agnostic about it. I think some of the residents probably would like this condition to remain, but again, we're going to do what you all recommend.

CHAIRPERSON DAWSON: And I think that, to me, it's reflected on the record that you've tried, but the Village is asking --

MR. TAYLOR: That's right.

CHAIRPERSON DAWSON: -- and while I respect that there's other people on the panel here that have more experience than I do, this is not my expertise. I rely on Staff for this. So, that's where my head is at, that I would support Staff's recommendation.

MR. TAYLOR: On this point, we'll take the Staff and the Commission's recommendation whatever that might be.

CHAIRPERSON DAWSON: Other people, it's very possible other Commissioners disagree with me, right? Like I'm just speaking --

COMMISSIONER JENSEN: Let's hear from Commissioner Green, this should be your area.

CHAIRPERSON DAWSON: Right, I'm just speaking from where I'm at.

COMMISSIONER GREEN: I would leave it the way it is.

COMMISSIONER JENSEN: Leave it the way it is in their --

COMMISSIONER GREEN: Yes. I like the fact that if you want, I don't like the pork chops. So, when people are making right turns and the solution was to put a pork chop curb in there, I don't like those. I mean, those things, they're hard to plow snow and people generally don't --

COMMISSIONER JENSEN: So, how do you want it to come out?

COMMISSIONER GREEN: I would leave it like that. If you're encouraging people to go that way, I think that's a cleaner solution. That's all. I could live with it either way, but I'm just thinking --

CHAIRPERSON DAWSON: But we're balancing out the potential public safety issue to me. That's, I get what you're saying.

COMMISSIONER CHERWIN: Chair Dawson, I can make a motion.

CHAIRPERSON DAWSON: Make a motion?

COMMISSIONER CHERWIN: Yes, I would make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #23-002, a Planned Unit Development to allow a 136-unit multi-family residential development on the subject property, a Land Use Variation to allow a predominately multi-family residential development in the B-5 district, Conceptual Special Use Permit approval for a restaurant on the subject property, and the following Variations:

1. **Chapter 28 of the Municipal Code, Section 10.2-8 to allow a 22.1-foot wide drive aisle where code requires a minimum of 24 feet in width.**
2. **Chapter 28 of the Municipal Code, Section 10.2-9 to allow tandem parking spaces.**

This recommendation is subject to the following conditions:

<u>GENERAL</u>

1. **The outdoor roof deck area along the western side of the building shall be restricted from use between the hours of 10:00 p.m. to 10:00 a.m., Sunday through Thursday, and from 11:00 p.m. to 10:00 a.m. on Friday and Saturday. There shall be no building-mounted or permanent speakers/audio system installed on the outdoor pool deck. All personal music and speaker usage on the outdoor deck must end by 9:00 p.m. on any night. Usage of the outdoor deck area must abide by these restrictions, and the Applicant must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck**

should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances.

2. **All restaurants that desire to operate within the PUD must obtain a special use permit or receive a waiver of the special use permit requirement if deemed acceptable by the Village.**
3. **At time of application for building permit, the Applicant must provide a detailed final construction schedule and approval by the Village. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors, and patrons of the downtown and nearby vicinity. Construction traffic must be limited to pre-approved lanes and locations to be determined by the Village. The Petitioner shall provide a truck parking and truck access plan for review and approval by the Village. Emergency access must be maintained at all times during each phase.**
4. **Conversion of the building from rental to condominium units will require an amendment to the Planned Unit Development and the provision of sufficient parking for such change as determined necessary by the Village.**
5. **The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.**
6. **The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:**
    a. **Providing, at a minimum, seven actual on-site units (a minimum of five percent of the total units) in the Planned Development and fee-in-lieu for 3.2 units (a maximum of 2.5 percent of the total number of units) or a total of 10.2 units (7.5 percent of the total number of units) in compliance with Section 7-1707(b)(1) of the Village Code.**
    b. **Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.**
7. **The Applicant must comply with all Federal, State, and Village codes, regulations, and policies.**

<u>PARKING RELATED</u>

8. **Parking within the garage shall be operated as per the below:**
    a. **Residential parking spaces within the garage shall be leased separately from units and must not automatically be included within any residential lease.**
    b. **Any tenant desiring two parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units). Once all tandem spaces have been leased, no other unit shall be allowed two parking stalls.**
    c. **No more than 23 units shall lease two spaces within the garage.**
    d. **Studio units shall be prohibited from leasing more than one parking space.**
    e. **No residential unit shall lease more than two parking spaces within the garage.**
    f. **Residential guest parking within the garage shall be made available and at no time shall there be less than two stalls assigned as guest parking stalls (ADA**

stalls cannot count as a guest stall). Garage spaces that are unleased by residential tenants shall be made available for guests and added to the guest parking pool.

9. At the request of the Village, the Applicant must provide details and data on the operation, management and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the Applicant must work with the Village to modify the Parking Management Plan (dated as received 9/11/23) to address any such issues, to the satisfaction of the Village. The Applicant must use good faith efforts to implement and enforce the parking conditions and restrictions outlined, and may have the ability to adjust the restrictions outlined in condition number 8 so long as the project remains in substantial conformance and the Planned Unit Development continues to adequately accommodate the development's parking demand to the satisfaction and approval of the Village.

LOADING CONDITIONS

10. Loading operations are restricted to the following:

- **a. Commercial/Restaurants: Allowed only between the hours of 7:00 a.m. to 5:00 p.m.**
- **b. Residential: residents moving in/out must schedule their loading dock time in advance. Move-ins/move-outs will take place in the loading dock on Eastman and be allowed between the hours of 7:00 a.m. to 7:00 p.m. Loading operations will be prohibited between the hours of 7:00 p.m. to 7:00 a.m.**
- **c. Trash: All trash must be loaded onto trucks within the loading area in compliance with loading times in 10.a.**
- **d. All loading/unloading for the commercial space, move-ins/move-outs for the residential tenants, and trash collection shall occur onsite and within the dedicated loading zone. These activities shall be prohibited from occurring on-street.**

TRAFFIC/STREET INFRASTRUCTURE CONDITIONS

11. The Petitioner shall revise the garage exit from an angled driveway exit on to Highland Avenue to a 90-degree exit/intersection with Highland with no minimal flares, for final review and approval by the Village.

12. Right turn egress from the garage to northbound Highland Avenue shall be prohibited. Should continued right turns be observed by the Village, the Petitioner shall propose and implement a solution to correct the issue, which may entail video monitoring of garage movements and fines for residents that break the rules.

13. If it is determined by the Village that there is unsatisfactory traffic circulation and congestion within and through the subject property, the Applicant must work with the Village to modify the site circulation and access as necessary to mitigate for any such issues.

14. The Applicant shall work with the Village to implement improvements to the following intersections:

- **a. St. James/Highland: Stop sign shall be installed at the northbound approach.**

b. Highland/Eastman/Bank Drive Aisle: Stop signs shall be installed at the eastbound approach and the westbound approach (as feasible) at this intersection.

SITE RELATED

15. No later than issuance of a building permit, the Petitioner shall execute a public access/sidewalk easement along the south side of the building, at the discretion of the Village and as necessary to comply with ADA pathway widths.
16. Final streetscape along Eastman shall be consistent with Downtown standards and certain modifications may be required at time of building permit (additional sidewalk width, revised tree grates, recessed building doors, et cetera) at the discretion of the Village.
17. The garage warning system shall be equipped with after-hours technology to reduce or shut off the noise during overnight times.

BUILDING RELATED

18. The Applicant must comply with all of the requirements set forth in the August 22, 2023 motion of the Village's Design Commission concerning approval of the design for the building within the Planned Unit Development.
19. All building-mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, et cetera) must be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturer specifications on sound levels and attenuation and capacity for additional sound attenuation around the units must be provided for Village review.
20. All utility service lines must be underground.
21. The Petitioner shall continue to work with the Village on the design of the proposed Fire Department Connection. Said connection shall be a low-profile design, to the satisfaction of the Fire Department, and shall not encroach into the ROW.
22. The location of the northernmost Roof Top Unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.
23. The Petitioner shall work with the Village on the proposed lights on the northern building elevation to ensure that they are located at low elevations and are angled toward the ground.

COMMISSIONER CHERWIN: **Subject to the following conditions listed as 1 through 23 with no revisions except that we remove exception 1 as written and include in the motion that the Village and the Petitioner's staff work together to resolve whether the egress as designed is preferable or it should be at 90 degrees, and in this motion, it would ask the Board to consider further discussion between the Petitioner and the Staff as to which alternative is more appropriate.**

CHAIRPERSON DAWSON: Just a point of clarification, I think you said condition 1 and you meant condition 11?

COMMISSIONER CHERWIN: Oh, I'm sorry. Condition 11, yes.

CHAIRPERSON DAWSON: Just for clarification, I think we all were following.

COMMISSIONER GREEN: Yes, we got it.

COMMISSIONER CHERWIN: Condition 11.

MR. HUBBARD: And just for clarification, I'm sorry, there was a typo on the sheet. It's PC 002, not PC 020. Sorry about that.

COMMISSIONER CHERWIN: So revised.

COMMISSIONER JENSEN: Second.

CHAIRPERSON DAWSON: Second, thank you.

So, just for clarification, you're suggesting removing it solely for the purpose of allowing them to continue to work through it, not that you feel that, not that you're stating it should be removed?

COMMISSIONER CHERWIN: That is correct, yes, and to look at the safety versus we want to protect the homeowners from the route of traffic and travel. It doesn't look to me like it's a compelling safety issue, but again, I'm not an engineer and they just have to make their case. That's it.

CHAIRPERSON DAWSON: So, we have a motion and a second.

Any other discussion?

(No response.)

CHAIRPERSON DAWSON: We're ready to give a vote.

Sam?

MR. HUBBARD: Sure. Who was the second?

COMMISSIONER GREEN: Lynn.

CHAIRPERSON DAWSON: Lynn. Commissioner Jensen.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye, with comment.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Yes, with comment.

George?

COMMISSIONER DROST: Yes, the comment is basically it's a great project, but there's a little more tweaking to do and we're going to punt it up to the Village Trustees. So, if there is any more designing, they can do it.

CHAIRPERSON DAWSON: And my comment was just that I would not

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want to vote against this because I think it's a great project, but I would lean towards leaving it the way that Staff had made that recommendation, leaving it in the motion and instead simply having commentary saying let's continue to discuss than removing it, but I'm certainly not going to vote against it over that issue. So, my yes stands.

Okay, so with that, you have a unanimous approval, congratulations.

MR. CITRON: Thank you very much for your time and consideration.

MR. TAYLOR: Thank you.

MR. CITRON: We look forward to working even further with Staff and everybody else.

CHAIRPERSON DAWSON: Right, and like I always say at the end of these, we're just a recommending body. You still have to go through the Village Trustees; they have a much larger purview than we do. So, neighbors, please, I encourage you to attend there as well and speak to the Trustees as well.

COMMISSIONER DROST: Yes, one question I've got is the Mylo Development, did that have any connection with H. Miles Gordon who originally developed the property?

MR. TAYLOR: No, it didn't.

COMMISSIONER DROST: Okay, just a curiosity. Yes, he developed it and the neighboring property, too.

MR. CITRON: Thank you very much for all the kind comments on this project.

CHAIRPERSON DAWSON: All right, with that, we are opening up for general public comment.

Anyone remaining in the room for general public comment?

(No response.)

CHAIRPERSON DAWSON: Seeing none, we are closing general public comment.

Anything else on the agenda this evening, Sam?

MR. HUBBARD: No.

COMMISSIONER DROST: I'll make a motion to adjourn then.

COMMISSIONER GREEN: Second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Perfect. Good night, everyone.

(Gavel pounded.)

(Whereupon, at 9:06 p.m., the public hearing on the above-mentioned petition was adjourned.)

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STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, RON LeGRAND, SR., depose and say that I am a digital court reporter doing business in the State of Illinois; that I reported verbatim the foregoing proceedings and that the foregoing is a true and correct transcript to the best of my knowledge and ability.

_____
RON LeGRAND, SR.

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

_____
NOTARY PUBLIC

DRAFT

DRAFT

S T A F F D E S I G N C O M M I S S I O N R E P O R T
R E - R E V I E W 2

PROJECT INFORMATION:		**PETITION INFORMATION:**	
Project Name:	116-120 W Eastman Street	**DC Number:**	22-099
Project Address:	116-120 W Eastman Street	**Petitioner Name:**	Bernard Citron
Prepared By:	Steve Hautzinger	**Petitioner Address:**	Thompson Coburn LLP 55 E. Monroe, 37th Floor Chicago, IL 60603
Date Prepared:	August 17, 2023	**Meeting Date:**	August 22, 2023

Requested Action(s):
Approval of the proposed architectural design a new multi-story apartment building in the Downtown.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for the following: Planned Unit Development (PUD) approval to allow a 136-unit multi-family residential building and a Land Use Variation to allow the principal use to be Residential in the B-5 Downtown Zoning District. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"*For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission* ***for building and signage only****."*

Summary and Background:
The petitioner is proposing to demolish two existing old and dated office buildings on the north end of the Downtown, and completely redevelop the site with a new multi-family rental building. This project was previously reviewed and approved by the Design Commission on April 11, 2023. However, on May 24, 2023, this project appeared before the Plan Commission for a public hearing at which time numerous residents raised concerns about the modern appearance of the building as well as other zoning issues. The Plan Commission made a motion for a recommendation of approval of the project, but the motion failed by a vote of 2-4. In response to feedback received at the Plan Commission hearing, the petitioner has made substantial modifications to their plans, including a complete redesign of the exterior appearance. The revised design requires re-review by the Design Commission, Housing Commission, and Plan Commission prior to being forwarded to the Village Board for their consideration. The original plan was a seven-story building with 150 residential units and two levels of parking garage above grade. The petitioner is now proposing a six-story building with 136 residential units with one level of parking garage above grade along with limited commercial space on the ground floor.

Architectural Design:
In response to the resident's concerns about the previous modern design aesthetic and modern siding materials, the building has been completely redesigned with a more traditional appearance using red, dark gray, and light gray brick as the primary exterior materials. Overall, Staff feels that the new design direction works well to address the resident's concerns regarding context of the design fitting in with the Downtown and the residential neighborhood to the north. However, there are numerous questions and concerns regarding the new design that the Design Commission should evaluate.

Massing. The proposed massing of the front elevation looks somewhat out of balance. The jog in the floor plan visually divides the building creating the look of two separate buildings side-by-side. The right portion has narrow and vertical proportions, where the left portion looks more horizontal with a base, body, and top. The large arched entry feature is a nice focal point, but it is off-center and cramped looking on the west portion of the façade. It is recommended that the arched entry feature remain with adjustments.

Materials. The proposed brick exterior is a nice enhancement to the design, and the ground floor has a pedestrian friendly appearance. However, the overall color palette has a somewhat dark and monochromatic appearance. The petitioner is proposing to use tinted mortar to match the red and gray bricks, which is contributing to the monochromatic appearance. The courtyard walls are proposed to be red and dark gray stucco to match the brick. Actual material samples need to be evaluated to confirm that the stucco will look nice next to the brick.

Cornice. The decorative cornice at the top of the building adds richness and interest to the design, but the top of the north wall is lacking detail. Additional detailing is recommended to enhance the design.

East Elevation. The north and south ends of the east elevation are large blank walls. Further design development is recommended to add additional interest and break up the large blank walls.

Mechanical Equipment, Utility Equipment, and Utility Meter Screening:
All mechanical equipment is required to be screened from public view. The plans indicate numerous small condenser units located on the roof along with a few larger rooftop mechanical units. The building design includes parapet walls which is ideal to screen rooftop equipment. Based on the setback of the units combined with the parapet walls, all rooftop equipment should be adequately screened from view.

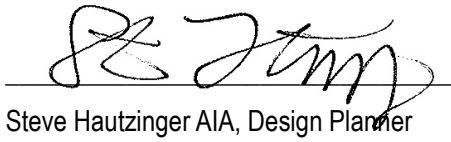
Utility equipment and meters are also required to be screened from public view. The utility meters are thoughtfully located out of sight in a recess along the west wall. Two fire department connections are shown, located on the north and south walls of the building. The north connection is located in a landscape bed, but the south connection is along the public sidewalk. A low-profile connection is specified to avoid protruding into the public way.

Signage:
There are two signs at the main building entry on the south wall, “mylo” and “116 EASTMAN”. Due to the size and illumination of the “116 EASTMAN” address, it is considered to be a wall sign. Only one wall sign is allowed per street frontage. The signs will either need to be revised to comply with code, or a sign variation will be required.

RECOMMENDATION:
It is recommended that the Design Commission **evaluate** the proposed architectural design for 116-120 W. Eastman Street. This recommendation is based on, and subject to compliance with, the plans and renderings received 8/2/23, exterior elevations, material list, and sample board received 8-17-23, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Evaluate the proposed massing of the front elevation which looks somewhat out of balance.
2. Refine the arched entry feature which is off-center and looks cramped.
3. Evaluate the overall color palette which has a somewhat dark and monochromatic appearance.
4. Evaluate actual material samples of the proposed red and dark gray stucco to confirm that it will look good and complement the red and dark gray brick colors.
5. Additional detailing is recommended to enhance the top of the north wall.
6. Further design development of the north and south ends of the east wall is recommended to add additional interest and break up the large blank walls.

7. Only one wall sign is allowed per street frontage. Either revise the proposed signage to comply with code, or a sign variation will be required.
8. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.



August 17, 2023

Steve Hautzinger AIA, Design Planner
Department of Planning & Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Michael Lysicatos, Assistant Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 22-099

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
AUGUST 22, 2023

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

Members Present: Jonathan Kubow, Chair
Ted Eckhardt
John Fitzgerald
Scott Seyer
Kirsten Kingsley

Members Absent: None

Also Present: Tom Budzik, Thomas Architects for *227 S. Mitchell Ave.*
Bernard Citron, Thompson Coburn for 116-120 W. Eastman St.
Katie Lambert, OKW Architects for 116-120 W. Eastman St.
Thomas Roszak, Moceri & Roszak for *Arlington Heights Gateway*
Mike Moceri, Moceri & Roszak for *Arlington Heights Gateway*
Steve Hautzinger, Planning Staff

REVIEW OF MEETING MINUTES FOR AUGUST 8, 2023

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF AUGUST 8, 2023. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. MULTI-FAMILY RE-REVIEW

DC#22-099 – 116-120 W. Eastman St.

Bernard Citron, representing *Thompson Coburn*, and Katie Lambert, representing *OKW Architects,* were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner team is here tonight seeking approval of the architectural design for this new multi-story apartment building in the Downtown. This project was previously reviewed and approved by the Design Commission on April 11, 2023; however, on May 24, 2023 the project appeared before the Plan Commission, at which time residents that live primarily directly north of the site raised a number of concerns about the design being too modern of appearance in this location, as well as other zoning issues. In response to the feedback that the petitioner received at the Plan Commission hearing, the petitioner has made substantial changes to the plans, including a complete redesign of the exterior. Mr. Hautzinger clarified that the Design Commission is here to look at the architectural design, the appearance of the building, and signage only. Any other matters regarding zoning, building height, parking, etc. will be discussed at the upcoming Plan Commission meeting for this project.

Mr. Hautzinger touched on key points from Staff. Overall, Staff feels the new design direction works well to address the residents' concerns regarding the context of the design fitting in with the Downtown as well as the residential neighborhood to the north; having a primarily brick exterior with more traditional detailing. However, Staff has some concerns for the Design Commission to consider in their review tonight.

Massing: Looking at the south elevation, which is the front of the building facing Northwest Highway, Staff is interested in the petitioner's explanation of the design, primarily with introducing the recess in the wall that divides the facade into a feeling of 2 separate buildings, with the one on the right being very narrow with vertical proportions, and the one on the left being more traditional with a base, body, and top, which is more horizontal. Also, the large arched entry in the left portion of the façade is offset to the right and cramped. The composition is unusual, which the Design Commission should evaluate.

Materials: Brick was discussed at the last meeting and the addition of more brick to the design is a nice enhancement. However, in the courtyard, the walls are red and dark gray stucco to mimic the red brick and dark gray brick. The Design Commission should evaluate the actual samples brought tonight by the petitioner.

Cornice: There is a nice decorative cornice at the top of the building, however, the north elevation is lacking some detail at the top of the brick portion. This is an area where Staff is recommending some additional detailing to enhance the design.

East Elevation: The east elevation was not discussed much in the previous review of this project, but where the building abuts the existing adjacent building, there are no window openings. The north and south ends of the east elevation are large blank walls, and further design development is recommended to add additional interest and break up the large blank walls.

Signage: The wall signs include the building address, and an additional new sign at the entrance has been added. Because these are separate signs, per code this would be interpreted as two wall signs, and only one wall sign is allowed per street frontage.

Mr. Hautzinger requested the Design Commission's evaluation of the revised design and Staff's concerns.

Bernard Citron said they understand this is a design review commission that is not looking at the zoning of the property, but the changes they made to try to work with the Neighborhood Association (HANA) are fairly extensive and did drive a lot of design elements seen here tonight. The entire building was lowered; there is now a full level of parking below the building, which is more of a zoning issue, but it does lower the whole massing of the building, and along with that, other things happened. On the north elevation, the building was set back, which lowered the height of that end of the building. He asked the commission to keep that in mind, even though it is not this commission's purview because that is the context that they are doing this in. He introduced Katie Lambert, the architect.

Katie Lambert gave a presentation. Since they were last here a few months ago, they had an extensive collaboration with the neighborhood group, primarily about changes in massing. She presented an image to show an overlay of where the massing from the north had been several months ago, versus where it sits today. The other thing that has changed is the carve out on the south facade on Eastman, which was eliminated to try to more substantially carve out from the north, which is in response to the neighbors. The other issue they heard from HANA is that a brick building was going to be more contextual within the world of Arlington Heights in general. They took inspiration from a lot of the Downtown district buildings in Arlington Heights, in an attempt to be as responsive and respectful to some of the great architecture that is already here.

In addition to a 10-foot setback at grade, a 30-foot set back at the top floor has been incorporated, in order to have a more substantial stepping profile on the north. The basic premise is a U-shaped building, opening with a courtyard facing Highland Avenue, a pool in the middle, and residential amenity in the middle. The total unit count has been reduced from 151 to 136 as part of these changes, and parking spaces were also lost to fit into a basement level and a partial first-floor garage.

A major change made at the first-floor relates to the ingress and egress from the parking garage. Previously, everyone would enter and exit off of Highland; however, trying to be respectful towards the idea of headlights facing neighbors on Saint James, the concept now being proposed is for ingress on Eastman and egress south only onto Highland. The garage had previously been an open garage, and now that the garage is partially submerged underground, they are proposing an entirely mechanically ventilated garage, which is going to be pretty much concealed from the residents. The basement level parking was shown, which is pretty straightforward, and the units up above. They are still looking at a concept that would have pretty substantial amenities at both the first-floor and at the second-floor. This building is really all about incorporating that social space into the design and highlighting that space, especially from the Eastman side of the building.

The sixth-floor plan shows the set back on the north side, which is more than 50-feet from the property line, until the sixth-floor of the building. The context of Arlington Heights was presented because it had been part of the conversation with the neighborhood, although Ms. Lambert acknowledged that the building is not necessarily just a historic building, but there are some really nice things already happening in the Downtown district that they want to call attention to, such as the full arch elements of the Arlington Heights Police Department building, and the Metropolis Arts Center, which they feel makes sense in the context of this new building. The general idea for the front door being on Eastman was inspired from a lot of these, and their approach to the elevation on Eastman has been that they are interloping forms, things that stretch the entire block. The idea of having a different material at the sixth-floor penthouse helps to break up the facade and introduce a little bit more of a dynamic quality on this block and break down the mass. Another important

thing to understand is that the building plan itself is not a symmetrical plan; what is happening on the east side with the entrance into the garage is very different from what is happening with the restaurants. They want a design that really relates to that, and the location of the arch opening is primarily driven by this location being at the residential entrance and at the core. They feel strongly about the idea to be able to take a brand and use it in a way that was interesting and well detailed.

The Highland Avenue facade was presented, which incorporates some detail along the outside of the garage. Ms. Lambert pointed out the parking spaces that are fronting Highland, with the wall behind it to be a fully enclosed wall that would not show lights into the garage. On the north elevation they want to find a way to have an expression on the north side of the garage that introduces some detail, but also keep it fully enclosed to not see any headlights. The wall at the sixth-floor is set back 30-feet.

Ms. Lambert said they can continue to look at finding ways to introduce additional detail at the north and south ends of the east elevation, maybe a vertical detail there. Fire Department requirements were basically driving the lack of windows, but they could look at that as well to see if there are areas that can be knocked back a few feet. The courtyard elevations were presented, with true stucco being proposed and not EIFS, a stone product similar in tone to the proposed brick, along with a system of reveals. The other stucco color will be the color of the coping.

The section of the building along St. James shows some of the stepping profile where the project is most substantially different from when it was last presented. The view from the southwest was shown where the primary red brick is being proposed, which is relatively desaturated in color and complimentary to the huge range of color and brick in Downtown Arlington Heights. Dark gray is also being proposed, and the lighter brick will be at the garage portion of the building.

Looking at the north elevation, a close-up shows some of the partial arched elements as well as the brick corbel being proposed around the body of this plinth, with a capstone cap on top of that. Mr. Hautzinger asked if it is a solid wall behind that and Ms. Lambert said yes. She said there may be portions of it that might need to be louvered, but the intent is that it be solid where it can be. Details at the entrance were shown, with some of the details surrounding the arched element with a metal inset arch within that. It is intended to be a full-service restaurant, with a combination of a stone base, brick soldier course above, metal louvers, as well as a very small narrow projection of the canopy. Mortar samples were also presented, with the thought being that the vibe of this building seemed to make sense to have a tinted mortar to keep it relatively taught in terms of the color palette that we are using, but they are open to other options.

Commissioner Eckhardt asked where the break point is on the stucco material and the masonry at the corner, and Ms. Lambert pointed out where it wraps around the corner and ends at the brick.

Chair Kubow asked if there was any public comment and there was response from those in the audience.

PUBLIC COMMENT

Vivian Menzies, 212 W. Fremont St. She is a Board member of HANA, which has about 600 homes in the HANA area, with the majority of the homes being historic. Since they last met with the Design Commission, they are pleased to announce that the down zoning of the 7 homes on Saint James, which is the southern border of HANA, was unanimously approved by the Village Board. A lot has happened in the last several months since the Plan Commission rejected this project. The project team came back to HANA with these initial revisions and she felt a lot of the changes are really great, and they are really pleased with much of it. Overall, the HANA reaction was very favorable toward the changes; however, they feel that a lot more can

be done. She understood that height and density are not addressed here tonight, but those really are the areas that they still have an issue with. They are happy with the level of collaboration between the Village, the Design Commission, the Plan Commission, the Board, the neighbors, and the developer; everybody has worked together on this and they hope that level of cooperation continues so the project can be the absolute best fit for her neighborhood. They really appreciate the Design Commission and their insight and guidance to help make that happen. Thank you, and they look forward to more.

Sarah McKinney, 203 W. Fremont St. Many residents still have lingering concerns about this project, herself included, however, she said it is great that the developer and the architect have made so much progress in integrating the building into the surrounding area. They have managed to address some aspects that they previously deemed impossible, which is wonderful. She appreciates seeing them demonstrate the architectural details of other large municipal buildings that have been scattered through the Village as inspiration. She asked about other opportunities for this design to be even more cohesive with its surrounding structures, namely the single-family homes across the street and in the immediate area. This is where this commission can help because she has seen the Design Commission use their thoughtfulness and expertise to scrutinize architectural details for $1,000,000 new builds on Dunton Street that are situated next to historic homes. Witnessing that in one of the previous meetings is what inspired her to create a bunch of visuals of our neighborhood so this commission is able to have that context. She is asking the Design Commission to use their collective expertise here and apply the same level of scrutiny for this project, which is easily 50 to 60 times the cost and size of a new single-family home and resides next to many historic homes. We look forward to further collaboration with the Village, the developer, and the architect, to make this project the best fit it can be in our community. She felt the developer and architect have considered the context of this neighborhood, and she wants to make sure the Design Commission sees her neighborhood too. Elena will come up and show some slides, which is what the residents presented to Plan Commission to show their area that they are so proud of and want this commission to look at the whole picture. Thank you so much.

Elena Cochran, 121 W. Fremont St. She has been asked by the neighborhood to present pictures to walk everyone through what their neighborhood that they are so passionate about and what they have been working so hard for over a year of meeting with Compass Point to protect. These are the HANA boundaries, just north of the tracks and across the street from this new building. The red is where the new building would be and these are the boundaries of their neighborhood. She showed the historical grounds and the museum where there are many events held. There was representation of the existing multi-family housing that is in the triangle right now, which shows there is nothing even close to the drastic design that is being talked about tonight. The existing multi-housing is really beautiful and blends in with the neighborhood, or at least does not tower over and stand out. This is a collection of their slice of Arlington Heights heaven that they are all working so hard to protect, with a lot of this being close to the building and there are some differences between this design and what will be right across the street. A visual was shown of what is directly across the street from this massive development. You can see that these people have put a lot of time and effort and sweat equity into their homes, and they are so thankful to have this Commission to help them work with Compass Point to try to make a beautiful design that will really enhance their neighborhood.

Eileen Devine, 201 W. Euclid Avenue. She has been a member of HANA for 36 years. She gave a little history about what happened with these homes. During the first meeting with the Design Commission, Christine Murray, a resident of Fremont, gave a heartful reminder that this is not just about buildings, but about people in the neighborhood. She has thought about Christine's comments, about the challenges we have as residents, developers, and Board members. When she tells people that she lives in Arlington Heights, a few homes west of the Historical Society, they are impressed with this beautiful area. When she purchased her almost 100-year old home, it was referred to as the witches haunted house. After World War II, it was

turned into a rooming house, then condemned and closed by the Village, later rezoned and configured to a 2-flat. She and her husband purchased the home in 1986 and the zoning changed back to single-family, so together with neighbors and family they slowly restored their home into this beautiful lady. This is a very common thread with the stories of homes on Saint James, Fremont, Park Street, and Euclid. So many of them were abandoned and left to rot or be demolished. This area was built by visionaries to create a neighborhood community and they did it. Generations later, they have kept that vision alive, joining together the past and the present. The present is all of us here tonight as we try to collectively create the very best design for the Eastman project. Hopefully we can reach a respectful balance. I agree with Joe Taylor when he referred to the apartment building that Compass Point is developing in his village of Barrington, and I'm sure he applies that same thought to Arlington Heights. We aim to enhance what is already here. Compass Point has proposed to invest millions in our community and I understand why, because it is a beautiful place in our neighborhood. But please remember, the people that Christine Murray spoke about at the last Design meeting; we are here, we are the first investors. Collectively, we have invested millions of dollars in this neighborhood, in our homes and in our community. Thank you.

Chair Kubow closed the public comment.

The commissioners summarized their comments. Commissioner Fitzgerald appreciated the changes that were made, he always hoped that the building would be brick to help it fit in better. He liked the colors of the brick, he liked the colors of the stucco, and he was okay with the stucco wrapping around the top. He liked the front entrance, it does not feel cramped, and he liked the way the front of the building is off-set. With regards to the 2 signs shown tonight, he was okay with the petitioner asking for a variation, if the signage is similar to what is shown tonight. He agreed that the north side of the building could use some detail at the top, and a little more detail on the east elevation. Overall, he liked the changes and he liked the materials.

Commissioner Eckhardt thanked the residents for coming tonight. He loves and appreciates this neighborhood and the homes, and as a resident, he understands the trauma going on with the residents and this project. He appreciated the petitioner's 100% turnaround on the design of this building, which to him looks like an old loft building in Chicago that has been rehabbed and elegantly detailed with new windows and given a new life. There is a contrast of materials and the brick palette is soft. Although there was discussion at the last review of this project about things that were not the purview of the Design Commission, tonight he was going to focus on the architecture of the building. He said that the only thing that seems a little out of place is the lower-level arcade with the arch tops, which is difficult to visualize and he is unsure about. The south elevation is very nice, elegant and detailed, and the north elevation is a different building. This is still a tall structure, and as a standalone building, he felt it was fine; however, he was still torn about whether or not the building fits in with the neighborhood. He appreciated the efforts to set the building back and he did not dislike that it is 6-stories tall; however, he felt the building could also be 3-stories tall by lowering the side of the building to step it down, which would be the natural thing to do because it is on the edge of the HANA neighborhood and faces a community that is a very important community. He had no further comments at this time and wanted to hear from the other commissioners.

Commissioner Kingsley concurred with Commissioner Eckhardt's comments, which were well stated. She commended all the neighbors for doing what they are doing and for rezoning the street, which is huge for them and for the Village. This project is really the first really large building next to historic homes, so it should be looked at closely, and stepped down zoning should be done here. Although that is not this commission's purview, she is a proponent of that. She was impressed that the petitioner came back with changes, and she felt there were a lot of really great things about the changes. She really liked the front elevation and the division between the east side and the west side, she liked that there is a straight cornice on the red brick

building and a more detailed cornice in the stucco area, and she was not in favor of making it more detailed on the red brick areas, on any elevation. She said the color palette is a bit dark, but will work really well, and she liked the colored mortar that will dress it up. Commissioner Kingsley was concerned about the north elevation, and similar to Commissioner Eckhardt, she wondered if it should step down. She commented that the black stucco portion of the building that is set back from St. James looks a little tall, especially the stair tower. She also agreed with Commissioner Eckhardt's comments about the arches at the arcade area, although she understood the inspiration for them. Overall, she felt the detailing of what is presented tonight is very nice and the materials are very noble.

Commissioner Seyer appreciated all the comments from the neighbors who spoke tonight, which he felt were important. Keeping his comments to the materials and the design presented tonight, he said it was a great improvement and lower in scale. He did not have a lot to add to the comments from the other commissioners, with the exception that he could go either way with the base and the shallow arch. It would be interesting to see it another way, but he also understood why it is there. His biggest issue is that the building feels like a loft building with the vertical brick bands and the red brick with the gray brick underneath, and working left to right, the vertical bands line up with the piers below and are the same width, but in other areas they do not. It would look a lot cleaner if there was some consistency to the verticals lining up with the actual columns. There is something similar on the south elevation where there is consistency on the left side where it comes down in the middle, but there is no rhyme or reason to anything at the garage. He said that this could be playful, but he preferred more consistency to this and wanted to hear how the other commissioners felt. He liked the reveals, the breakdown, the massing, and the materials, but felt it could be a little more cleaned up to make it a better building.

Chair Kubow was very impressed with the participation tonight by the neighbors; their love and thoughtfulness for their neighborhood really shows and the collaboration being shown with the architect and the developer is impressive. This goes to show the type of community Arlington Heights is. He was also very impressed by the architecture team and the development team, because compared to where things were before and where they are now, some large, substantial changes have been made. He reiterated that this commission should only focus on the architecture, but with a project like this it is almost impossible to do so because of the context and the neighborhood, which really defines this project. Chair Kubow said that although he really liked the previous modern architecture of this project, he understood why the petitioner made changes. What is being presented tonight and the thought behind some of the precedence in Arlington Heights is very well thought out; however, he felt that more development on the details could be done. He acknowledged the previous comment that the cornice could probably use something more and he did not want to talk about step backs because it is not the purview of this commission.

Focusing on the architecture, Chair Kubow said that he loved the strong entrance on the south elevation and the detail in the arch is beautiful. He was fine with the signage being shown and suggested reducing the size of the '116' address. In terms of the arches, he could go either way, but he applauded the petitioner for the impressive change in architecture from the previous design. He felt the building would be a great addition to the Village and fits with what we have here, and comments related to zoning, height, massing and density are not the purview of this commission. He commended everyone in the collaboration of this impressive project.

Commissioner Eckhardt agreed with the other commissioners' comments about the very top of the building on the north elevation that needs more detail, similar to the beauty that has been developed on the south elevation. As a standalone building, he felt that a lot was done to make the building fit as its own unit, with the number of units being reduced, and the parking situation being fixed. Although the proposed colors

appear a bit dark, in the bright sunlight they would not. He was in favor of moving this project forward the way it has been designed and presented tonight, with a requirement for more detailing and the petitioner submitting some alternative arcade designs for Staff review. He felt the changes presented tonight were meaningful, although they might not be loved by everyone in the neighborhood.

Commissioner Fitzgerald echoed the comments of Commissioner Eckhardt. Commissioner Seyer agreed as well. Commissioner Kingsley also agreed and said the commissioners did not talk about the east facade, although Staff did comment about it, and she felt there should be a recommendation or requirement that the petitioner address Staff's comments about the east elevation. Ms. Lambert said that the east side of the building is on the property line and would need to be moved 3-feet back in order to add small windows there, which they are not opposed to looking into the possibility of doing. Commissioner Eckhardt pointed out that the adjacent site to the east could produce a tall building in the future, and he had concerns about this new building being right on the property line. Mr. Citron said they previously approached AT&T about the adjacent building to the east and were told fairly emphatically that while AT&T is selling off a lot of their infrastructure, there are no current plans to redevelop that particular site; however, it is unknown about what might happen in five or ten years. Commissioner Eckhardt asked the petitioner about their design intent for the garage elevation on the east side, from the second-floor down. Will it be set back far enough for masons to install similar material even though it is buried behind the building. Ms. Lambert replied that it will be tricky because it will have to be built from the inside, so a product with a finished face will need to be used.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR *116-120 W. EASTMAN STREET*. THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE PLANS AND RENDERINGS RECEIVED 8/2/23, EXTERIOR ELEVATIONS, MATERIAL LIST, AND SAMPLE BOARD RECEIVED 8/17/23, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATION AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT TO STUDY THE CORNICE ON THE NORTH ELEVATION WITH ALTERNATE DETAILING OPTIONS SUBMITTED TO STAFF FOR REVIEW.
2. A REQUIREMENT THAT THE PETITIONER STUDY THE SHALLOW ARCHES ALONG THE FIRST-FLOOR OF THE BUILDING, WITH THE POSSIBILITY OF CHANGING THEM TO STRAIGHT LINTELS INSTEAD OF ARCHES.
3. A RECOMMENDATION TO STUDY THE LAYOUT OF THE VERTICAL BRICK PIERS ON THE BUILDING TO ALIGN THE UPPER STORIES WITH THE GROUND FLOOR BELOW WHEREVER POSSIBLE, TO FURTHER DEVELOP THE AUTHENTICITY OF WHAT APPEARS TO BE AN OLDER WAREHOUSE BUILDING.
4. A REQUIREMENT TO DEVELOP A PLAN FOR THE APPEARANCE OF THE WALLS ON THE EAST SIDE OF THE BUILDING BEHIND THE EXISTING ADJACENT AT&T BUILDING, TO PROVIDE A FINISHED APPEARANCE IN THE EVENT THAT THE AT&T BUILDING WERE TO BE DEMOLISHED IN THE FUTURE, TO BE REVIEWED BY STAFF.
5. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER

COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

Commissioner Seyer wanted the vertical pilaster spacing to be a requirement. He felt it could easily be solved to become a little more cohesive, and Staff could review and determine if there is a reason not to do this.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO AMEND THE MOTION AS FOLLOWS:

3. A REQUIREMENT TO STUDY THE LAYOUT OF THE VERTICAL BRICK PIERS ON THE BUILDING TO ALIGN THE UPPER STORIES WITH THE GROUND FLOOR BELOW WHEREVER POSSIBLE, TO FURTHER DEVELOP THE AUTHENTICITY OF WHAT APPEARS TO BE AN OLDER WAREHOUSE BUILDING.

Commissioner Kingsley wanted the motion to include the petitioner looking at the exposed areas on the east elevation, which the architect already said that they would. She said she is okay with the requirement to study the cornice on the north elevation, but she did not want to require a cornice if it is just going to be on the north elevation. Commissioner Eckhardt clarified that the requirement is to study the cornice on the north elevation, not to provide something specific. Commissioner Kingsley was okay with that. Commissioner Fitzgerald agreed with Commissioner Kingsley comment to add a requirement that the petitioner look at the exposed areas on the east elevation, and Commissioner Eckhardt asked the architect to clarify these areas on the east elevation.

Looking at the east elevation, Ms. Lambert pointed out the center portion of the wall that is inset, and the two walls that sit on the property line, which is a fire issue and why windows were not added there. Options would be to add some sort of metal panel detailing on the two walls that sit on the property line, or some sort of opaque treatment. Another option would be to potentially take a portion and inset it 3-feet. Commissioner Kingsley felt there should be a recommendation that the petitioner look at this detail and that Staff review it.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER FITZGERALD, TO AMEND THE MOTION TO ADD THE FOLLOWING:

6. A REQUIREMENT FOR ADDITIONAL DETAILING ON THE BLANK PORTIONS OF THE EAST ELEVATION, SUCH AS RECESSED WINDOWS OR BREAKING DOWN THE MASS WITH A MIX OF MATERIALS.

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

The petitioner thanked the commissioners for their time and consideration.

DRAFT

MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
SEPTEMBER 20, 2023

IN ATTENDANCE:

Commissioners Present:	John Eggum	Ken Kiefer
	Janice Krinsky	William Delea
Commissioners Absent:	Andre Arrington	David Miller

Staff Present: Nora Boyer, Housing Planner/Staff Liaison

Others Present:
Joe Taylor, 116-125 Eastman
Bernard Citron, 116-125 Eastman
Rolando A Nijron Rodrigez, Full Circle Communities
Emma O'Conner-Brooks, Full Circle Communities
Jordan Bartle, Full Circle Communities
Tom Gaynor, Hana Board President
Linda Waycie
Hugh Brady, Housing Task Force
Gary Stubits
Barb Taylor
Jack Sturgeon
Pat Sturgeon
Emily Mysler
Sally Mysler
Keith Moens, Resident
Fred Vogt, Resident

I. CALL TO ORDER

The meeting was called to order at 7:00 pm by Chairman Eggum.

II. ROLL CALL

Present: J. Eggum, J. Krinsky, K. Kiefer, & W. Delea
Absent: A. Arrington & D. Miler

III. NEW BUSINESS

Chairman Eggum took the prerogative to reorder the agenda to move the new business items forward on the agenda beginning with the 116-125 Eastman project.

A. 116 – 125 Eastman Affordable Housing Plan (Revised)

Ms. Boyer shared the staff report: 116-120 W Eastman is a proposed mixed-use building in downtown Arlington Heights. Due to its location in the B-5 zoning district, the Inclusionary Housing Ordinance requires that 7.5% of the total number of units in the development be affordable with the option that a minimum of 5% of the units must be provided as on-site actual affordable housing units and up to 2.5% of the units may be provided using the fee-in-lieu option at the amount per unit prescribed in the Inclusionary Housing Guidelines at the time of the issuance of the building permit. The amount prescribed in the Guideline's is currently $28,370 per unit but is subject to annual updates according to changes in the Consumer Price Index for the Chicago-Elgin-Naperville Area.

The Affordable Housing Plan for this project was previously reviewed by the Housing Commission in April, 2023. The Housing Commission recommended approval of that Affordable Housing Plan with conditions to the Village Board. However, since April, 2023, the project has undergone some changes and the petitioner has revised the proposed Affordable Housing Plan for the project. Therefore, a revised Affordable Housing Plan is being presented to the Housing Commission.

116-120 Eastman REVISED Affordable Housing Plan Summary

- Total Dwelling Units: 136
- Market Rate Units: 129
- Affordable Unit Obligation (7.5%): 10.2
- Inclusionary/Affordable Units (Min. 5%): 7 (5% is 6.8 units rounded to 7 units)
- Fee-in-Lieu Units (Max. 2.5%): 3.2 (10.2 units minus 7 on-site units)

The applicant has agreed to the conditions of the Inclusionary Housing Ordinance and associated Guidelines including, but not limited to, the following criteria:

- To provide 7 on-site affordable housing units which meets the requirement that a minimum of 5% of the total number of units be provided as actual on-site units in perpetuity.
- To pay a fee-in-lieu of providing 3.2 units times the applicable fee at time of permit (2.3% of total units).
- That annual income for tenants shall comply with the Inclusionary Housing Ordinance and Guidelines which is a maximum of 60% of area median income adjusted for household size.
- That maximum rents shall be rents that comply with the Inclusionary Housing Ordinance and Guidelines at at 60% of area median income adjusted for unit size and adjusted for a utility allowance.
- The Affordable units shall be integrated throughout the building.
- The Affordable units shall be constructed simultaneously with the market rate units.
- The interior and exterior finishes of the market rate and the affordable units will be the same.
- The bedroom mix of the affordable units shall be equivalent to the mix of the market rate units (rounded) at 3 studio units; 3 one-bedroom units; and 1 two-bedroom units. If the bedroom mix and density calculations change distribution may be adjusted accordingly.
- The management shall provide the required annual report concerning the affordable units on a form prescribed by the Village

The applicant has further agreed to offer each tenant a minimum of one parking space per affordable unit at a monthly rate that is reduced by the same proportion that the tenant's affordable monthly rent is discounted from the rent amount for an equivalent market rate unit.

The applicant has provided an Affordable Leasing Plan (ALP) that is consistent with the Inclusionary Housing Ordinance and Inclusionary Housing Guidelines including the implementation of the tenant preferences. The ALP is incorporated into the Affordable Housing Plan.

Staff is recommending that the Affordable Housing Plan for 116-120 W Eastman be approved as meeting the requirements of the Inclusionary Housing Ordinance under the following conditions:

The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:

a. Providing, at a minimum, 7 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 3.2 units (a maximum of 2.5% of the total number of units) or a total of 10.2 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(1) of the Village Code.
b. Ensuring compliance with all other provisions of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

Bernard Citron, Attorney for the applicant, explained that the project has been revised from the feedback that was given from the Village and residents by dropping the number of units and moving one level of parking underground to lower the height of the building. All amenities will be available to all residents: upper deck, pool, restaurant, and co-working spaces. No density variances will be needed, and this will be a one-phase project.

Tom Gaynor, Hana Board President, expressed that collaboratively we have come up with a much better plan for this project, and appreciate the revisions. He is in favor for 10 affordable housing units for the building.

Mr. Gaynor also shared a concern for historical homes being torn down in the Village. Through a recent FOIA request he learned that 10% of the historical homes have been torn down and replaced by large, million-dollar homes, which has replaced the affordable home. He encourages the Housing Commission to work in tandem with the Design Commission to preserve the affordable housing within the community.

An unknown speaker asked that fee-in-lieu be stricken and add the three units to meet the required 10 units.

Mr.Taylor explained the economic picture of increasing the number of affordable units and at this time without receiving any additional funding from the city, municipalities, or tax incentives, it makes it difficult to be able to provide economically.

Comr. Eggum acknowledged that the petitioner is providing above and beyond the affordable units that are required by the ordinance, and are able to do so with the increased density. Due to the reduced number of units, and construction costs relatively the same, the internal rate of return dropped materially. The Village has indicated from the trustees that they are interested in maximizing affordable housing and maintaining that as a priority, but when other commissions, staff or trustees decline to allow requested density bonuses, this will decrease ability for the developers to develop affordable housing due to reduced rate of return. We appreciate that the developer has complied with the ordinance as drafted, however it is unfortunate that the proposal to increase density in return for providing more affordable housing to the community was unable to be realized.

An unknown speaker inquired about the tenant selection for the inclusionary units. Will residents of the Arlington Heights community be considered? Mr. Taylor stated that there is a marketing plan presented by Lincoln Properties who will manage and work with the housing policy of the Village, and also meet fair housing laws that are applicable to affordable housing. Mr. Citron added that this information can be added to the website, however we cannot limit to residents only.

An unknown speaker asked if the motion to change the density to allow for the three extra units?

Mr. Taylor expressed that at this time we have worked with Hana and staff to reduce the density and time is running out. Comr. Eggum shared that after working with Hana to re-engineering of the project, we need to move forward to the plans that have been proposed.

Motion was made by Commissioner Eggum; Seconded by Commissioner Krinsky:
It is recommended that the Affordable Housing Plan for 116-120 W Eastman be approved as meeting the requirements of the Inclusionary Housing Ordinance under the following conditions:
The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:

a. Providing, at a minimum, 7 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 3.2 units (a maximum of 2.5% of the total number of units) or a total of 10.2 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(1) of the Village Code.
b. Ensuring compliance with all other provisions of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

The motion was approved unanimously by voice vote.

B. Grace Terrace Affordable Housing Plan

Ms. Boyer shared the staff report: Grace Terrace is a proposed 25-unit universally designed permanently supportive housing development providing affordable housing for persons with disabilities. Priority is given to veterans who are otherwise eligible for tenancy. Under the terms of its financing from the Illinois Housing Development Authority (IHDA), all 25 units (100%) must be used to provide affordable permanently supportive housing for a minimum of 30 years. Full Circle Communities has stated that its mission-driven intention is to own and manage all of the units as permanently supportive housing in perpetuity.

Grace Terrace is proposed to have 20 one-bedroom and 5 two-bedroom units in a 3-story building. Tenants will pay 30% of their incomes toward rent and utilities with the remainder covered by Cook County Housing Authority Project-Based Vouchers. This project sets maximum annual household incomes at 30% and 50% of area median income.

In addition to the financing from IHDA, the project is receiving public financing and other grants from Cook County (federal HOME program), a ComEd energy efficiency grant, IFF loan, a State of Illinois Capital Bill allocation, and a Federal Home Loan Bank grant.

Inclusionary Housing Ordinance: Below is a comparison of the proposed project and the requirements under the Inclusionary Housing Ordinance (IHO) and IHO Guidelines.

Criteria	Grace Terrace	Village Requirement Inclusionary Housing Ordinance (IHO) or Guidelines	Comment
Percentage (Number) of Affordable Units	100% (25) units for first 30 years; thereafter at a minimum to comply IHO 10% (3) unit requirement but the intention it to continue operation as a 100% affordable	10% (3) units are required to be affordable due to public financing	Exceeds affordability requirement first 30 years and will continue to comply thereafter

	permanent supportive housing building.		
Fee-In-Lieu	Not applicable	Not applicable	Not applicable
Maximum Tenant Annual Incomes	Maximum 30% and 50% of Area Median Income, thereafter to comply with IHO	Maximum 60% Area Median Income	Exceeds affordability requirement first 30 years and will continue to comply thereafter
Maximum Rents	Tenant rents are 30% of household income for the first 30 years (HACC Project Based Vouchers); thereafter to comply with IHO	Maximums as per IHDA/IHO Guidelines chart by bedroom size	Exceeds requirement first 30 years and will continue to comply thereafter
Integration of Affordable Units	All units are affordable first 30 years; thereafter must comply with IHO	Affordable units to be integrated	Meets requirement
Phasing	Not applicable due to it being a one building development	Not applicable due to it being a one building development	Meets requirement
Interior and Exterior Finishes	All unit finishes are the same	Finishes in affordable units must meet minimum standards	Meets requirement
Bedroom Mix	All units are affordable first 30 years; thereafter to comply with IHO	Affordable unit bedroom mix must be proportional to market rate mix	Meets requirement
Preferences	First 30 years disability will be a condition of tenancy and veterans with receive preference, thereafter to comply with IHO but the intention is to continue to operate as a permanent supportive housing facility for persons with disabilities	IHO Guidelines state that the developer must give preference to one or more of 4 preference categories (persons with disabilities, veterans, local residents, local employees)	Meets requirements
Reporting	Petitioner has agreed to reporting requirements	IHO Guidelines contain reporting requirements	Meets requirement

The petitioner has reported that a Tenant Selection Plan will not be produced until closer to financial closing and has offered to provide a copy to Staff at that time. Staff will ensure consistency of the Tenant Selection Plan with the inclusionary housing requirements.

Staff is recommending that the Affordable Housing Plan for Grace Terrace, 1519 – 1623 S Arlington Height Rd. be approved as meeting the requirements of the Inclusionary Housing Ordinance under the following conditions:

The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:

a. Providing, at a minimum, 3 actual on-site units (a minimum of 10% of the total units) in perpetuity in the Planned Development in compliance with Section 7-1707(b)(3) of the Village Code.
b. Ensuring compliance with all other provisions of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

Ms. O'Conner-Brooks introduced the mission of Full Circle. The site is a centrally located to shopping and transportation. Supported services are available on site. Tenants will have leases; it is not transitional housing. 100% rental assistance though the Housing Authority of Cook County, only requiring 30% of the tenant income. Every lease holder is required to be an individual with a disability, veterans receiving priority.

Ms. Denise discussed the project financing plan IHDA's Permeant Support of Housing program. Provides funding for acquisition and construction of projects for persons with disabilities. State and private grants will also be including in the funding. All funding sources are confirmed and committed. We are wrapping up the conceptual phase, and intend to submit for permitting before end of the year, closing on the IDA shortly thereafter. Construction to begin in early spring and will take about one year. Full Circle property management will then take over the property.

Comr. Eggum asked total cost for the project - $13.5M and total IDA contribution - $8.5M, with loans totaling $1.5M. The builder is Weiss Builders.

Ms. O'Conner-Brooks shared their successes in McHenry County. Services on site will include a case manager, help with literacy, job training, case management, benefits, social community building to help integration into the community. Health and wellness programs, in/out patients services as needed. Full Circle reinvests 75% of differed development fee back into our services so that tenants receive what they need. We align with Arlington Heights and their inclusionary housing goals, development of vacant land, and will pay approximately $50K in property taxes.

Hugh Brady, Housing Task Force provided some background on how the project came about and is very supportive of this project. Also shared that area residents are interested in staying in their communities. Services that are provided within the housing are needed.

Sally Mysler encouraged the project move forward after her daughter Emily benefitted from an alike community.

A member of School Board Member 59 was very supportive and will be a neighbor of the facility, thank you for bringing this to our community that so desperately needs this type of housing.

Comr. Eggum expressed that the legal framework that exists with regard to making this project permissible, and when staff explains that this projects funding structure is unique and can be approved with an exception to the funding requirement of public bodies. He feels that it be approved as such.

An unknown speaker voiced concern about tenant selection, that not all surrounding communities have inclusionary housing ordinances, and this is to be an asset to the residents of Arlington Heights.

Motion was made by Commissioner Eggum; Seconded by Commissioner Krinsky:
It is recommended that the Affordable Housing Plan for Grace Terrace, 1519 – 1625 S Arlington Heights Road be approved as meeting the requirements of the Inclusionary Housing Ordinance and that the developer be granted an exception to the Inclusionary Housing Guidelines because they are required by State-based public funding sources (Illinois Housing Development Authority) to refrain from giving preference to Arlington Heights residents and workers.

The motion was approved unanimously by voice vote.

Comr. Eggum suggested that staff be prepared to explain the distinctions to the trustees, there seems to be some confusion, they want to 1:11 the preferences in the inclusionary housing guidelines, and Comr. Eggum's view is that they are entitled to maintain those preferences. Ultimately, these preferences are voted on by the trustees and decided on by the trustees, yes by the recommendation of this committee, but they are not this committees preferences.

IV. APPROVAL OF MINUTES

A motion was made by Commissioner Keifer, seconded by Commissioner Delea to approve the minutes of the August 16, 2023 meeting with the correction of a few typographical errors. The motion was approved unanimously by voice vote.

V. REPORTS

A. Regular Status Update of Inclusionary Affordable Housing Projects

- Arlington Gateway – A redevelopment proposed for the SE corner of S Arlington Heights Rd. and Algonquin Rd. The proposal is for an 8-story, 300-unit rental apartment building. It went to early review before the Village Board on June 20, 2023 and the Conceptual Plan Review Committee on July 26, 2023. The developer's proposal is to provide the required 10% (30) affordable units.
- Chestnut Townhomes – Is a proposed 5 townhome development for 2201 N Chestnut Ave. Payment of the linkage fee would be required due to the size of the project (under 10 units).
- Full Circle Communities' Grace Terrace – is a permanently supportive housing development proposed to be located at 1519 – 1625 S Arlington Heights Rd. Housing Commission September 20, 2023. Plan Commission and Design Commission possible within the next month.
- International Plaza/TIF 4 – Discussions are continuing regarding the redevelopment site, details with the potential to move the project forward are expected in the coming month or two. The affordable housing partner applied for low-income housing tax credits for the affordable building. The application passed IHDA's preliminary review, but the project was not awarded tax credits in 2023. There may be a reapplication for 2024 tax credits.
- 116-120 W Eastman – The Affordable Housing Plan for this rental building was reviewed by the Housing Commission in April 2023. For re-review in September 2023.
- 4 N Douglas – The Affordable Housing Plan has been reviewed by the Housing Commission. The project has not yet advanced to the Plan Commission.
- Crescent Place – Is a 40-unit, 100% affordable apartment building that has been approved and is under construction.
- ADRII/3031 W Salt Creek Ln. – Was a proposed rental building that went for preliminary review to the Conceptual Plan Review Committee on November 30, 2022. Nothing more has been heard from the petitioner.
- Arlington 425 – Is approved. There is no update this month.

VI. OLD BUSINESS

A. Single-Family Rehabilitation Program Report & 2023/2024 Budget Discussion

Ms. Boyer updated that three new applications have been received, next month we will review the group home applications, bids will be received, and perhaps funds can be reallocated to the single family budget.

B. Single-Family Rehab Program Changes

Ms. Boyer shared that the Village Board concurred with SFR changes with staff caveat on third change:

1. Allow applicants to own real estate in addition to their principal residences with incomes from such real estate being included as household income for the purpose of determining income-eligibility for the program as per HUD's regulations;
2. Remove the two-year home ownership requirement;
3. Permit loan-to-value ratios up to 100% on a case-by-case basis only for emergency repairs.

C. Rental Registry Recommendation

Ms. Boyer shared that the Village Manager is having the building department look into a Multi-Family Licensing: Staff is broadly reviewing the rental licensing and inspection program including short term rentals and getting info on affordability could be a part of that program with a challenge being the cost.

Comr. Eggum commented that the concept of the rental registry was that there would be a nominal fee to cover any expenses like having to pay computer web person to make a website to enter their information. He believes that the rental registry would still be in place and the fee would be higher, and then have rotating inspections. Believes that the inspection fee would be additional revenue, these two things go hand in hand. Rental registry would provide the data need to run this commission more efficiently.

D. Affordable Housing Trust Fund

Ms. Boyer had no report.

VII. OTHER BUSINESS

A. Agenda Items for October Meeting

None

B. Public Comment

Fred Vogt, Senior Citizens Commission stated that goal #9 in the strategic plan is Attainable Housing, after the Senior Citizens Commission meeting earlier in the week, is looking for updates this plan. Could there be conversation on this in the near future.

Comr. Eggum shared that there really is no data at this time, but if there is a real estate broker that could provide the Senior Citizens Commission costs/values from the MLS maybe that could help. Mr. Vogt will look into the idea.

VIII. ADJOURNMENT

A motion was made by Commissioner Krinsky seconded by Commissioner Kiefer to adjourn the meeting. The motion was approved by voice vote.

Affordable Housing Plan
116-120 Eastman
Mylo Residential
Compasspoint Development, LLC

Project Description

The Developer, Compasspoint Development, with Residential brand Mylo Residential intends to develop a mixed use building located at Eastman, Highland and St. James. The Project will be comprised of a total of 136 dwelling units, a restaurant, and 184 parking spaces located within a 5 to 6 story building.

Dwelling Units:

Total Dwelling Units:	136
Total Market Rate Units:	129
Total Inclusionary Units:	7 units on site
Additional required Inclusionary Units:	3.2 units

Note: Developer proposes to pay the Fee In Lieu Fee for the additional .3.2 units at the rate required at the time a building permit is applied for.
The current Fee in Lieu of rate is $28,370 per unit for a total of $90.784.

Bedroom counts:

Market Rate Units:	
Studio:	44
One Bedroom	64
Two Bedroom	21
Inclusionary Units	
Studio:	3
One Bedroom:	3
Two Bedroom	1

Unit sizes (average)

Studios	508
One Bedroom	699
Two bedroom	1,043

NOTE: Inclusionary units will be the same average unit sizes as market rate units.

Location of Inclusionary Units: Inclusionary units will generally be located throughout the building. They will not be clustered in any one area of the building.

Rental Rates:

Market Units	
Studios	$1,800/mo
One Bedroom	$2,200/mo
Two Bedroom	$2,700/mo

Inclusionary Units (maximum rental rates based on 2023 guidelines)

Studios	$1,095/mo (as permitted under law)
One Bedrooms	$1,173/mo (as permitted under law)
Two Bedroom	$1,407/mo (as permitted by law)

Overall Provisions:

1. The Developer intends to utilize the Fee in Lieu of option for the required 3.2 units for a total amount of $90.084 and as updated at the time the building permit is submitted.. .

2. The Developer will make available to each tenant in an inclusionary unit one parking spaces at a monthly rent reduced by the same ratio as Inclusionary unit rents are reduced as compared to market rate units.

3. The development shall comply with the Inclusionary Housing Ordinance and guidelines in effect at the time the building is completed and available for leasing and into the future including:

a. Rental rates shall be adjusted to meet the guidelines at the time the building is available for leasing

b. Maximum household incomes will be in compliance with the Guidelines in place at the time the units are being leased.

c.. The Owner of the building will comply with the reporting requirements as set forth in the Ordinance and Guidelines

4. The Inclusionary Units shall be leased at the then current Inclusionary Rental Rates in perpetuity

5. The tenant selection plan shall be as set forth in the attached exhibit.

If required to provide all of the inclusionary units within the building instead of the proposed Fee In Lieu of payment for the three additional required units the project will not be feasible to finance. The financing requirements for similar projects have become much stricter than pre-covid. This is coupled with the increase in costs of construction (both material and labor) and the increase in real estate tax assessments (especially in north-west suburbs). If required to add the additional 3 inclusionary units within the building the project will be unlikely to meet the financing requirements of the proposed lenders. The additional equity that would be required would be $1,200,000, which would possibly delay the ability of the project to go forward. The inclusionary units will cost the same to construct as the market rate units and the buildings extensive amenities (pool, co-working spaces, lounges) will be utilized by all of the residents. The inclusionary units will rent for approximately 50% less per square foot, yet they will cost the same to construct as the market rate units. The assessed value of the building will not take into account the less amount of rent for the Inclusionary Units so the taxes on these 7 units will be the same as the market rate units despite the 50% less rent.

The project will be constructed in one single phase so the Inclusionary Units will be available to be leased and occupied at that same time as all other units in the building. All of the dwelling units in the building (market and inclusionary) shall have the same interior finished.

The Eastman project will offer affordable units in accordance with the Village of Arlington Heights Inclusionary Housing Guidelines. Affordable units will be marketed similarly to the market rate units. They will be marketed on the property website and the ILS websites with which the community is partnered. If there is marketing space on the Village of Arlington Heights community website, the property would also ideally be listed there.

Lincoln uses lead tracking software to track all inquiries into all apartment homes within a community. Any interested person looking for an affordable unit can be placed on the waiting list for those units if there isn't an affordable unit available at the time of their inquiry. All follow-up is documented within the Customer Relationship Management software.

Once an applicant applies for an affordable unit within the community, Lincoln will collect income statements from the applicant. Current Inclusionary Housing Guidelines from The Village of Arlington Heights align with Lincoln Property Company's policy, which is calculated on gross monthly income verified using paycheck stubs, bank statements, or other means of income statements.

When income is collected from the applicant, LPC will follow the IHG policy of collecting the previous three (3) months' income and projecting it forward 12 months to determine the annual income amount to determine the eligibility of meeting the 60% or below area median income for the household size. Applicants must also pass a criminal screening and credit check.

If an applicant has supporting documentation that supports the eligibility of qualifying for a preference which includes veterans, persons with disabilities, Arlington Heights residents who have resided in Arlington Heights for at least the past two years, or people who are employees of Arlington Heights businesses or organizations, this applicant will receive an affordable unit within the community before another qualified, eligible applicant who does not have a preference listed.

If an applicant states that they have one of the qualifying preferences, LPC will collect the supporting documentation during the application process.

Affordable units will be marketed and leased at the Inclusionary Housing Guidelines maximum monthly rents, including a utility allowance.

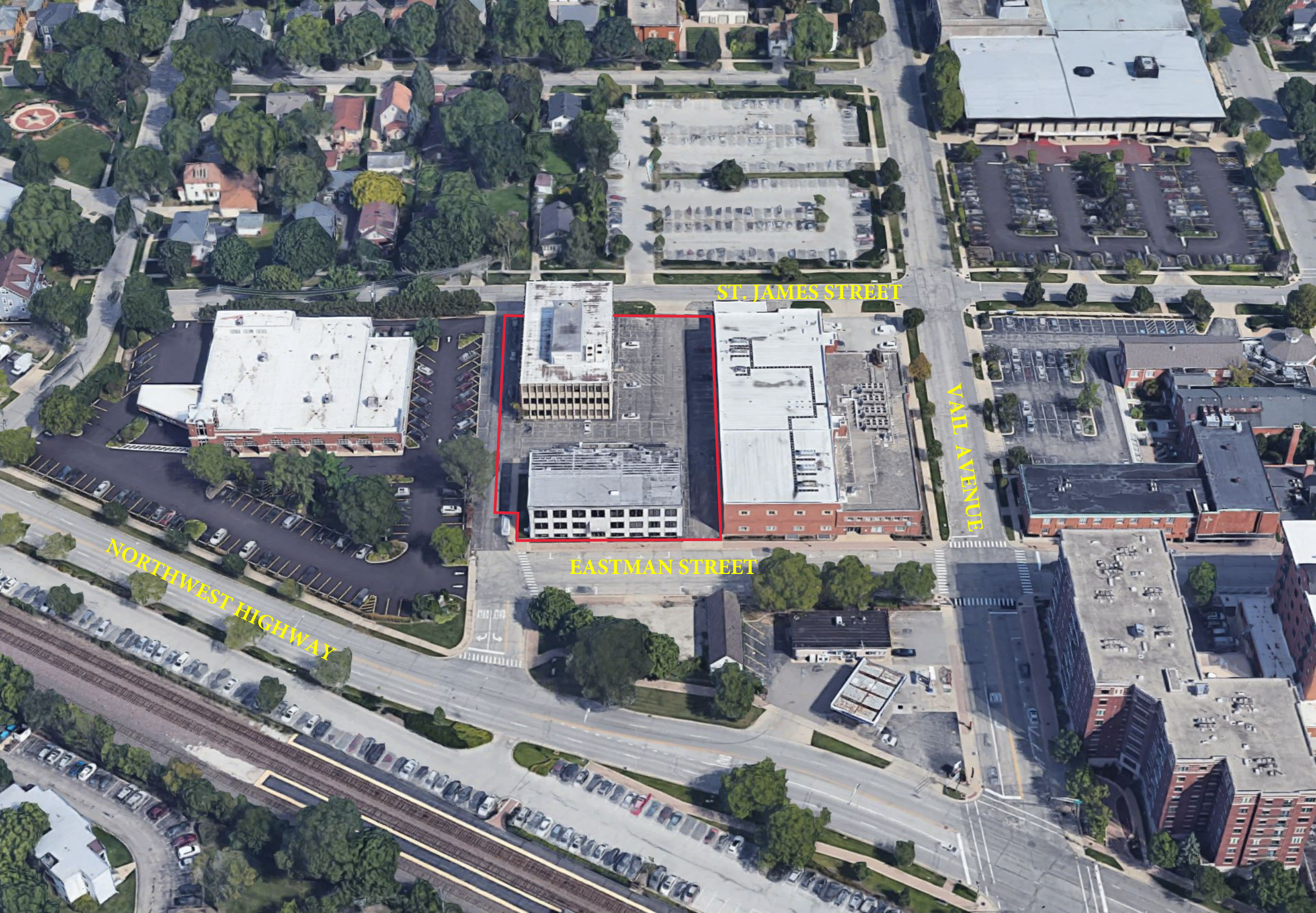
During the renewal period, 90 days before the lease expires, residents will be asked to re-certify their income. The resident will have 15 days from receipt of the recertification form to submit to the management office. Similarly to the initial application process, the management team will project the annual gross income to determine eligibility. In accordance with the Inclusionary Housing Guidelines, LPC will apply the following guidelines:

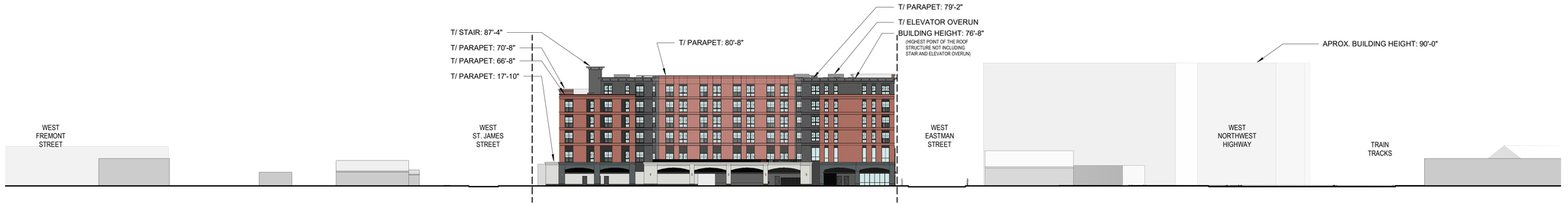
1. When household income remains at or below 60% of the area median income, adjusted for household size, the household maintains income eligibility for the affordable unit.

2. When household income increases above 60% of the area median income but stays below 80% of the area median income for the household size, the household maintains its income- eligibility for the affordable unit.

3. When the household income increases to above 80% of the area median income, then the tenant will be notified by the management office that the lease may be renewed for up to 12 additional months at the affordable rent, after which the tenant may remain in the unit but may be required to pay market rent. If the tenant remains and pays market rent, the unit no longer qualifies as an affordable unit, and the owner must identify another unit as affordable. If household income decreases during the one-time 12-month renewal period, the tenant will notify the management office no later than 60 days before the end of the lease term that it wishes to have its income re-evaluated for the purpose of possible lease renewal. If the examination of the household size and income is found to have decreased enough that the household's income is 80% of the area median income or below for the household size, the lease may be renewed beyond the 12-month renewal that was issued the previous year.

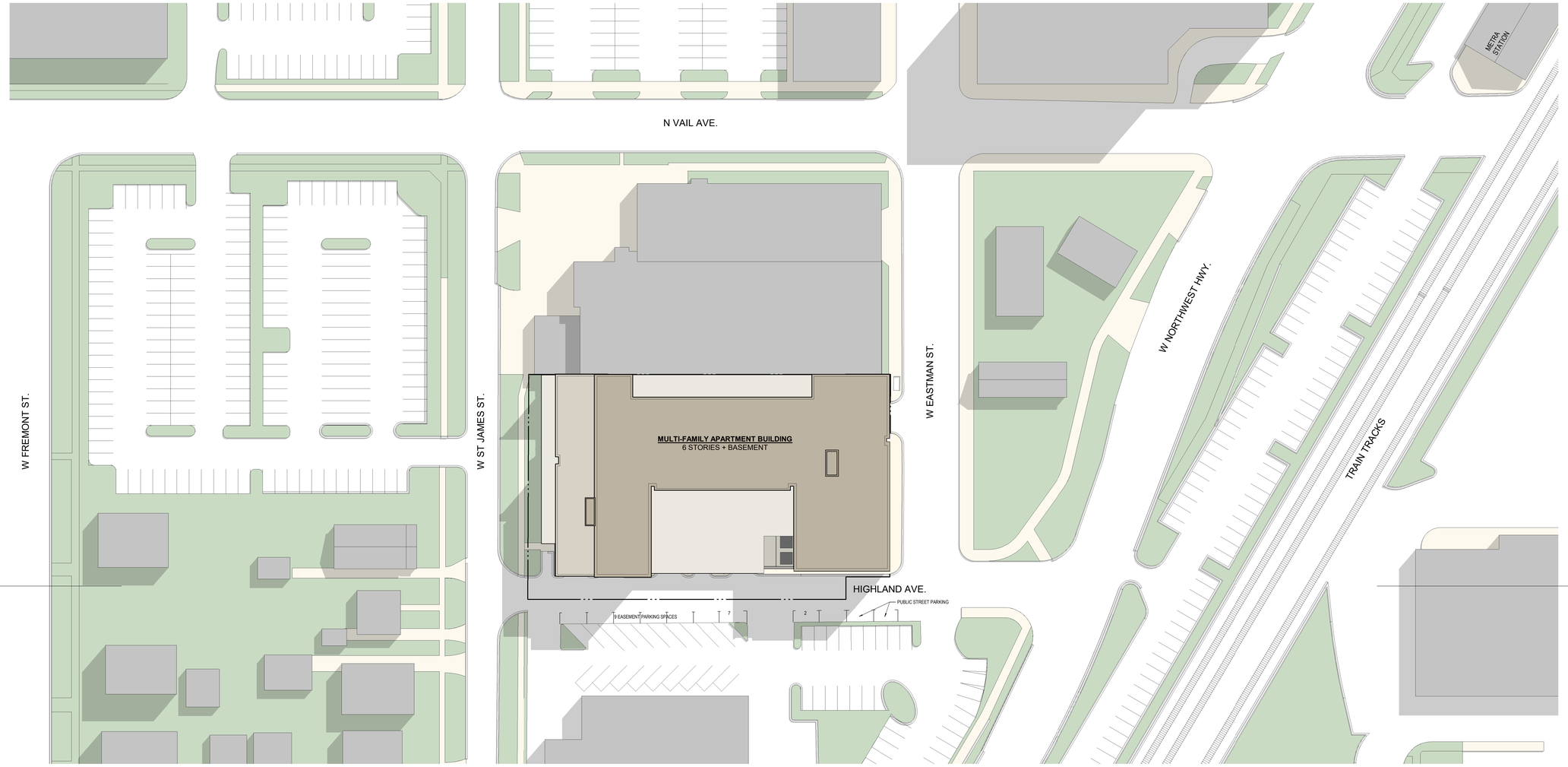
However, if the household does not qualify for renewal based on lease violations, income eligibility does not apply.


ST. JAMES STREET
VAIL AVENUE
EASTMAN STREET
NORTHWEST HIGHWAY



2/01 SITE CROSS SECTION

SCALE: 1" = 40'-0"



1/01 OVERALL SITE PLAN

SCALE: 1" = 40'-0"

OKW Architects

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

N

SCALE: 1" = 40'

0 10' 20' 40' 80'

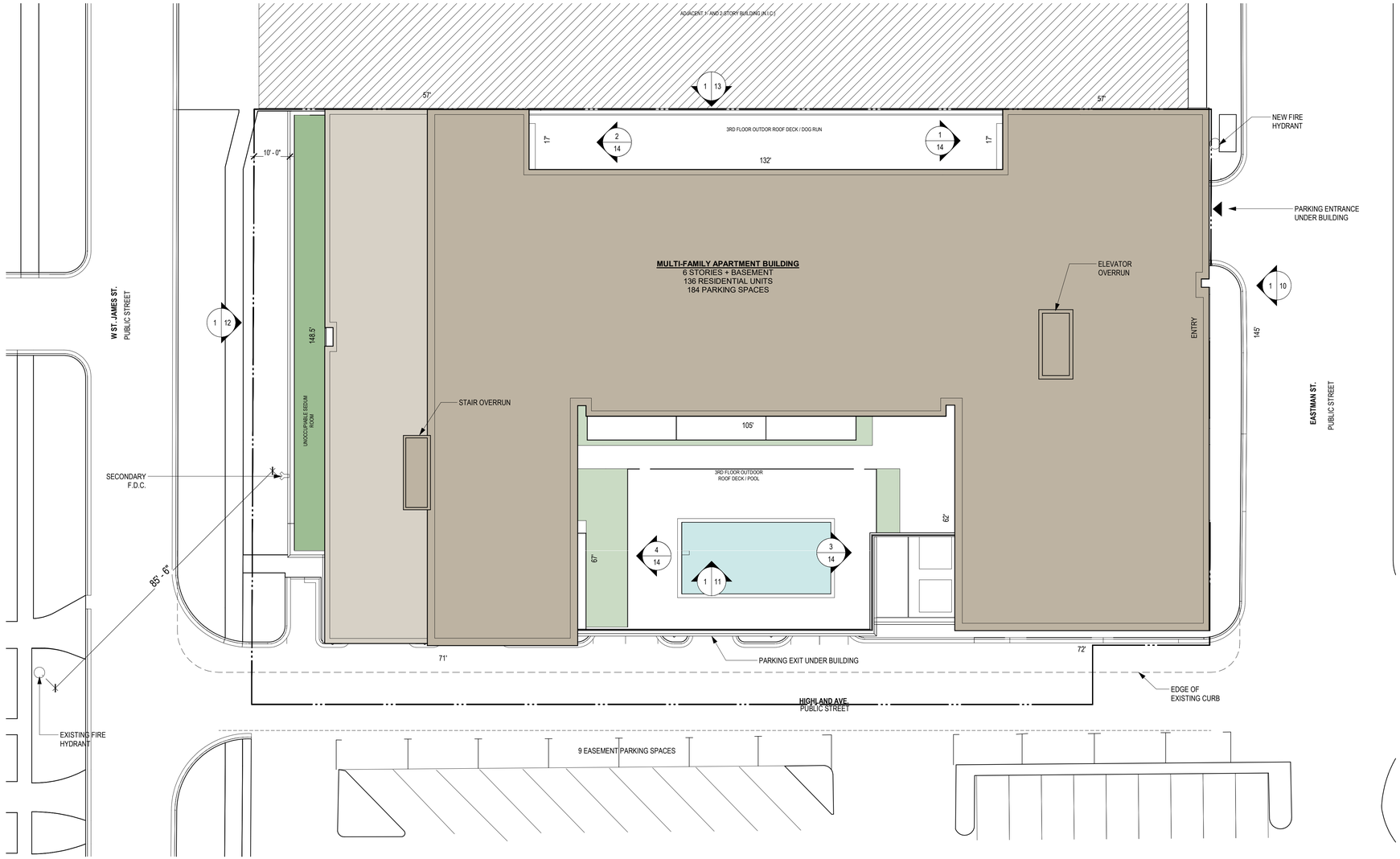
PROJECT

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008

01



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

ZONING SUMMARY

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

DEVELOPMENT SUMMARY

BUILDING AREA

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

PARKING

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

BIKE PARKING

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

UNIT MATRIX

	STUDIO	1-BED	2-BED	TOTALS
LEVEL 2	11	8	3	22
LEVEL 3	10	15	5	30
LEVEL 4	10	15	5	30
LEVEL 5	10	15	5	30
LEVEL 6	6	14	4	24
TOTALS	47	67	22	136

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

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

PROJECT

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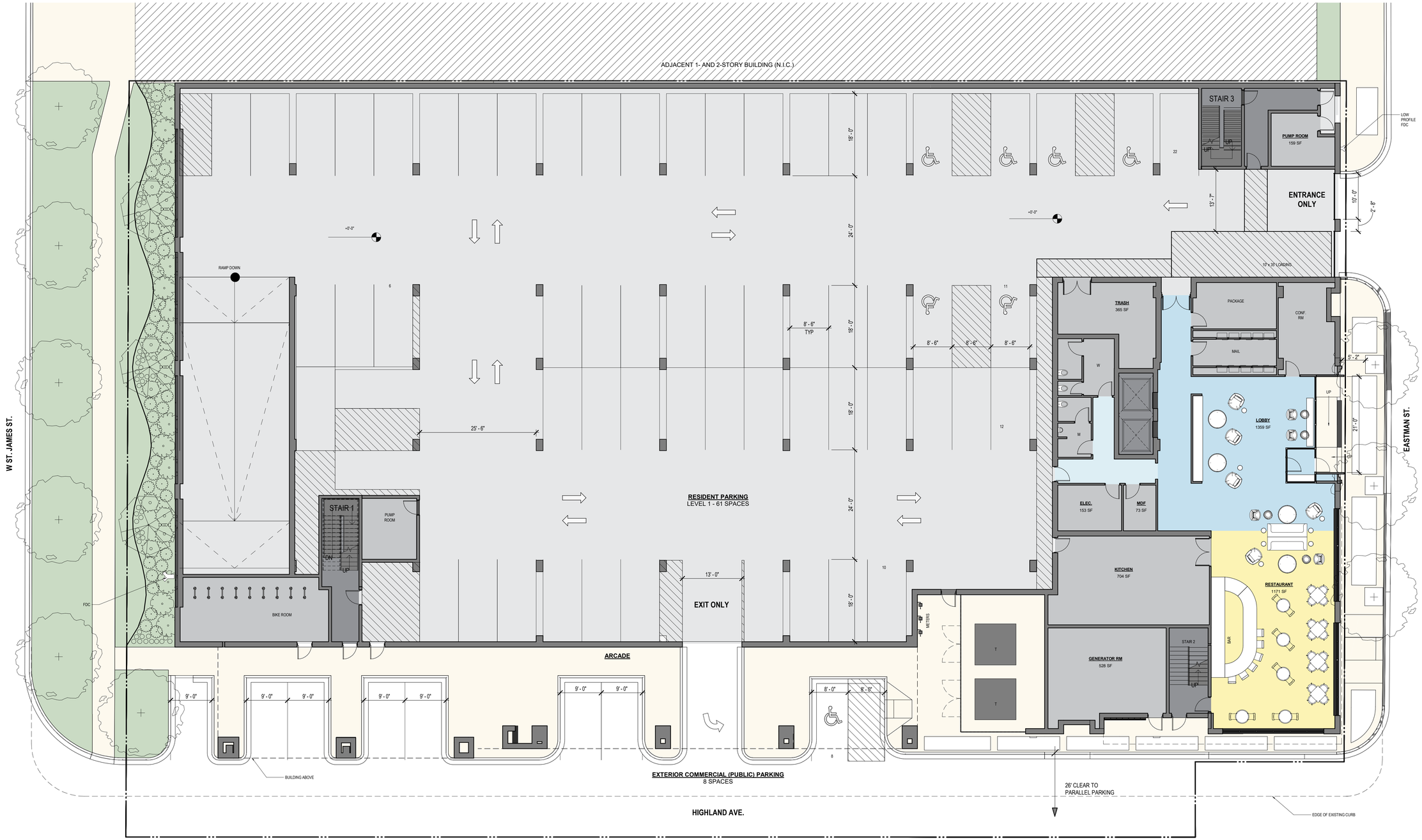
ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008



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

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

N
PROJECT

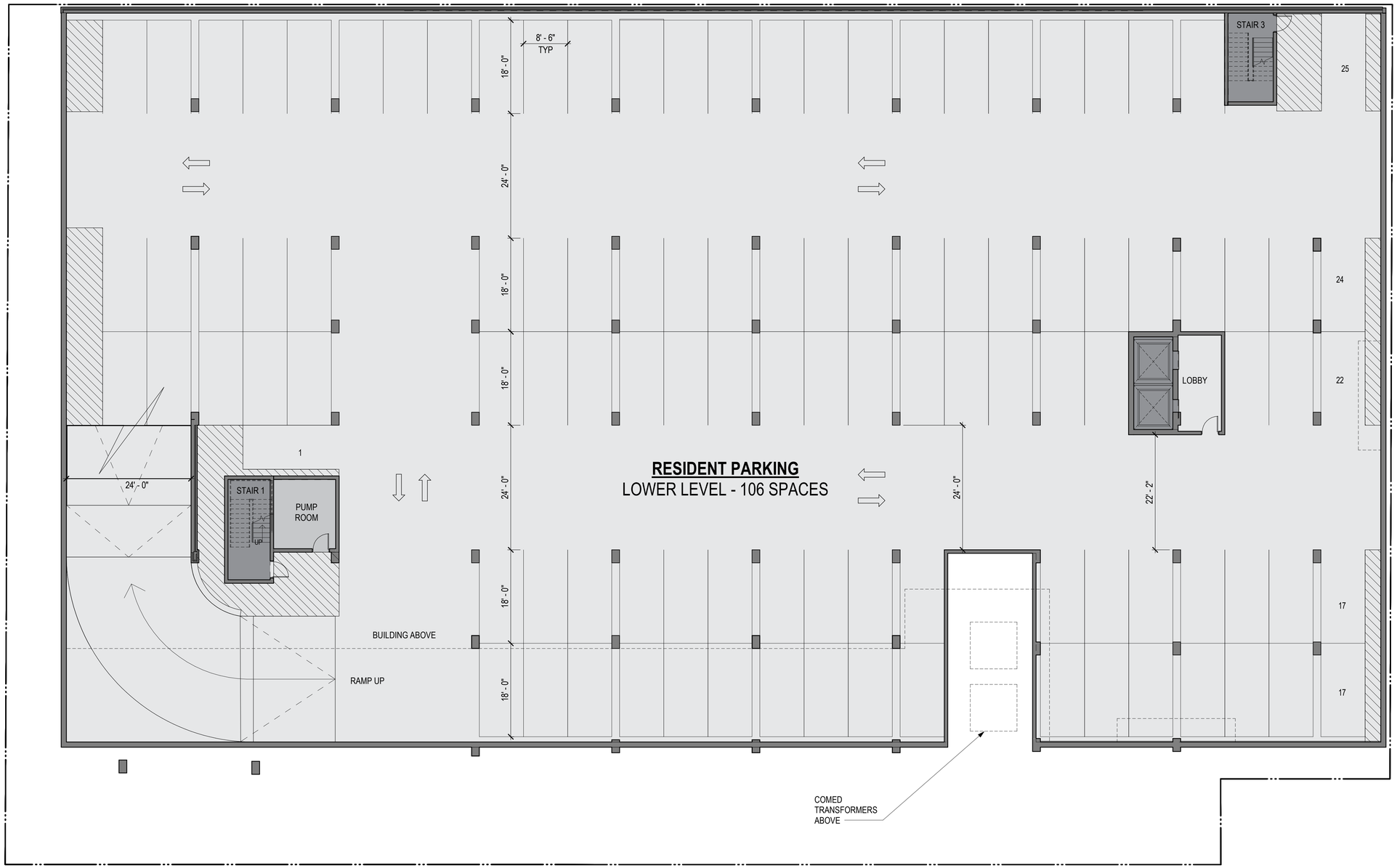
SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008

03



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

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

N

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

PROJECT

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ARLINGTON HEIGHTS, IL 60004
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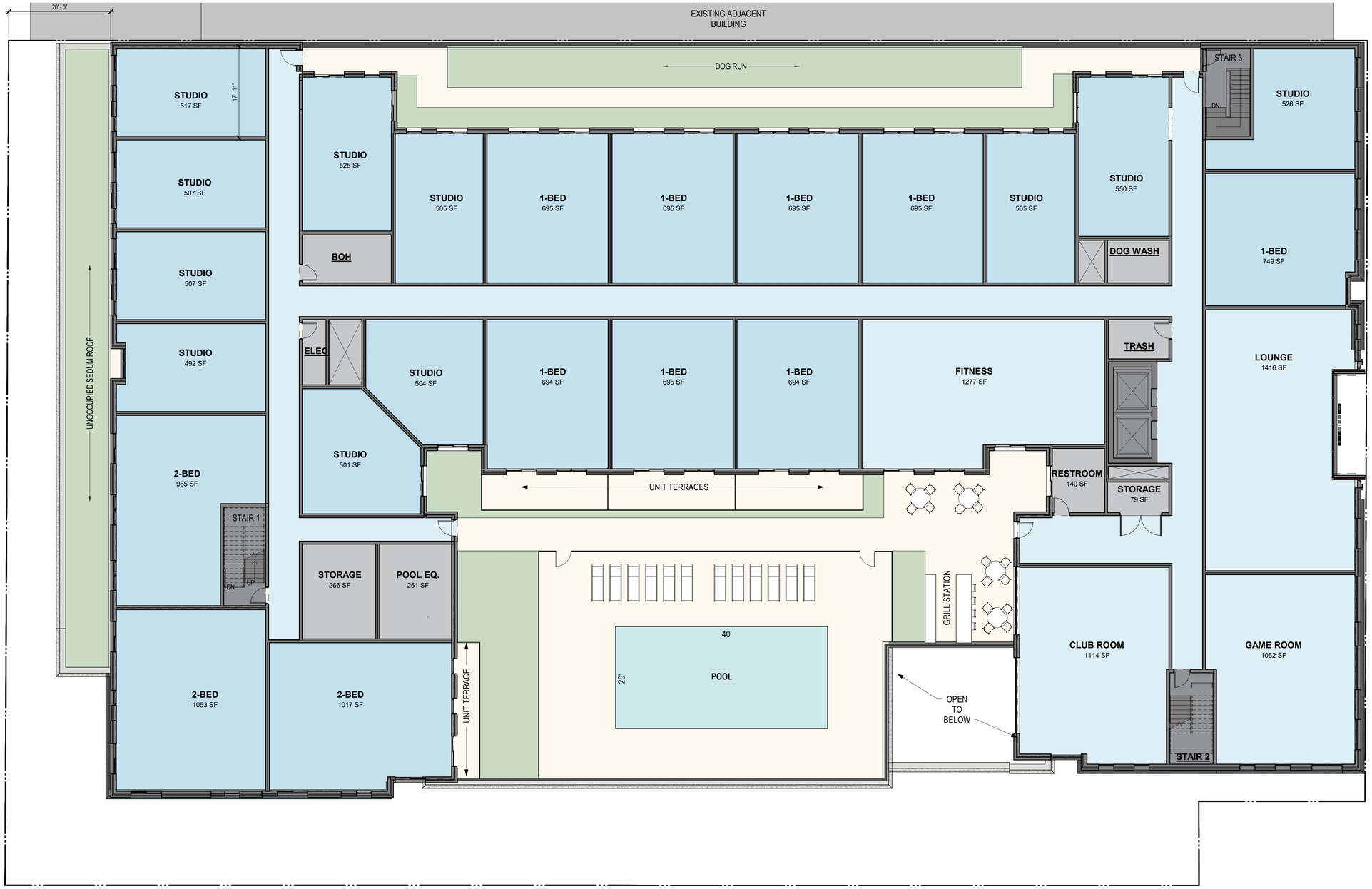

1/05 2ND FLOOR PLAN - 25 UNITS

SCALE: 1" = 10'-0"

22 UNITS

OKW Architects

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

N

PROJECT

SCALE: 1" = 10'

0 2.5' 5' 10' 20'

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ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008

1/06 TYPICAL FLOOR PLAN (3RD - 5TH) — 30 UNITS
SCALE: 1" = 10'-0"

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

N
PROJECT

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

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008

1/07 6TH FLOOR PLAN
SCALE: 1" = 10'-0"

24 UNITS

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

N

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

PROJECT

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DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
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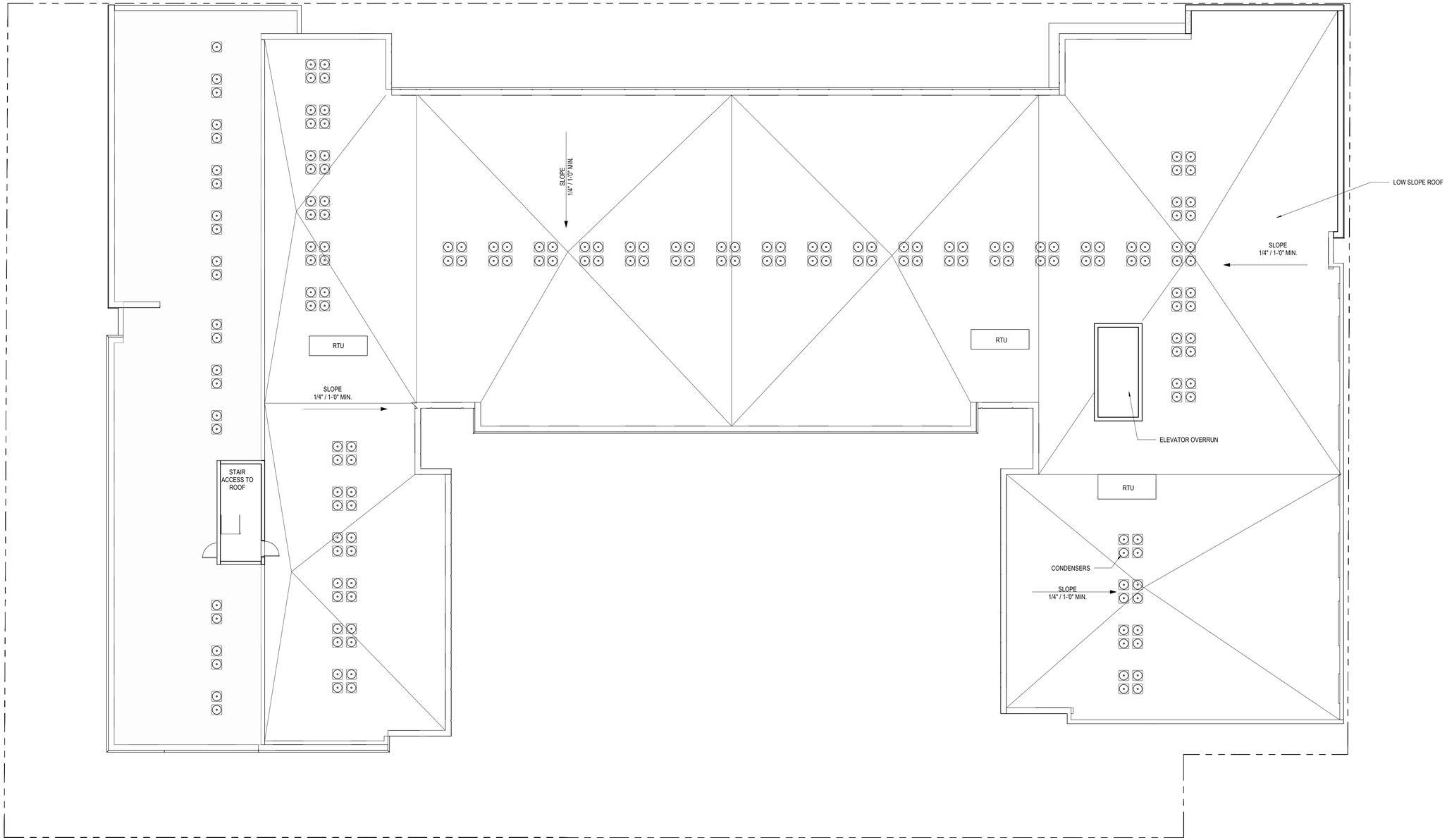

1/08 ROOF PLAN
SCALE: 1" = 10'-0"

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

N

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

PROJECT

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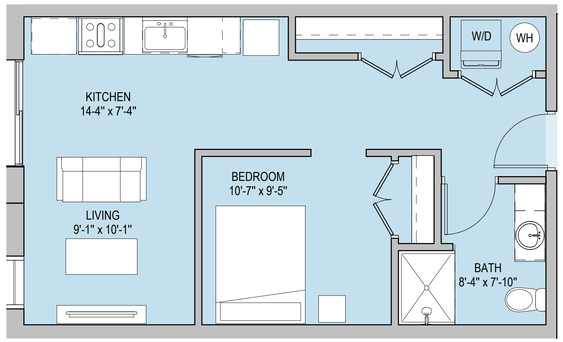
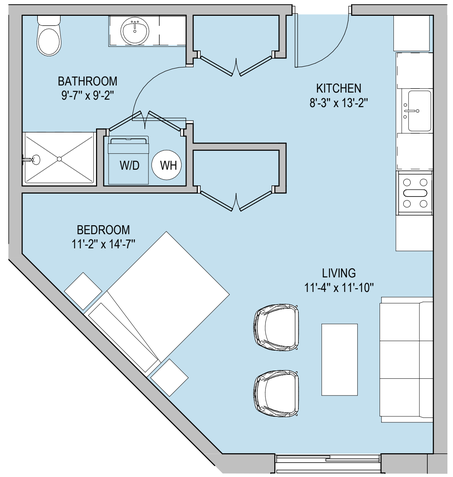
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

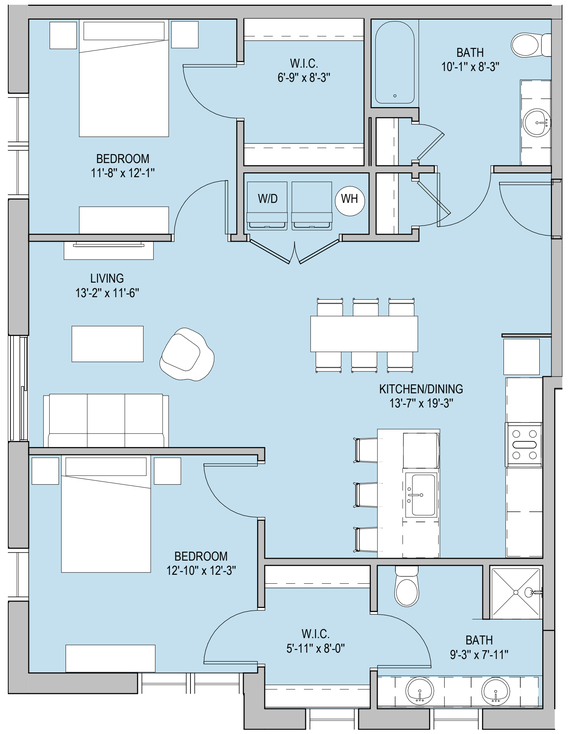
116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008



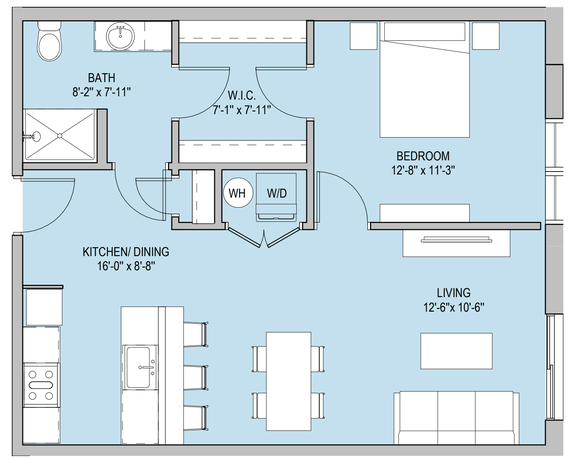
4/09 TYPICAL STUDIO UNIT PLAN
SCALE: 1/4" = 1'-0"



3/09 TYPICAL INTERIOR STUDIO
SCALE: 1/4" = 1'-0"



2/09 TYPICAL TWO BEDROOM UNIT PLAN
SCALE: 1/4" = 1'-0"



1/09 TYPICAL ONE BEDROOM UNIT PLAN
SCALE: 1/4" = 1'-0"

OKW Architects

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

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

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008

MATERIAL LIST

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

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

OKW Architects

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

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

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008

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Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

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

OKW Architects

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

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

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008

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Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

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

OKW Architects

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

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

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008

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Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

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

OKW Architects

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

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

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008

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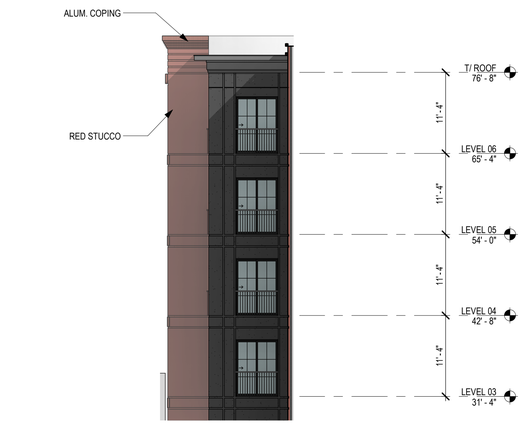
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

3/14 SOUTH COURTYARD EAST ELEVATION
SCALE: 1" = 10'-0"



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

4/14 SOUTH COURTYARD WEST ELEVATION
SCALE: 1" = 10'-0"

2/14 NORTH COURTYARD WEST ELEVATION
SCALE: 1" = 10'-0"

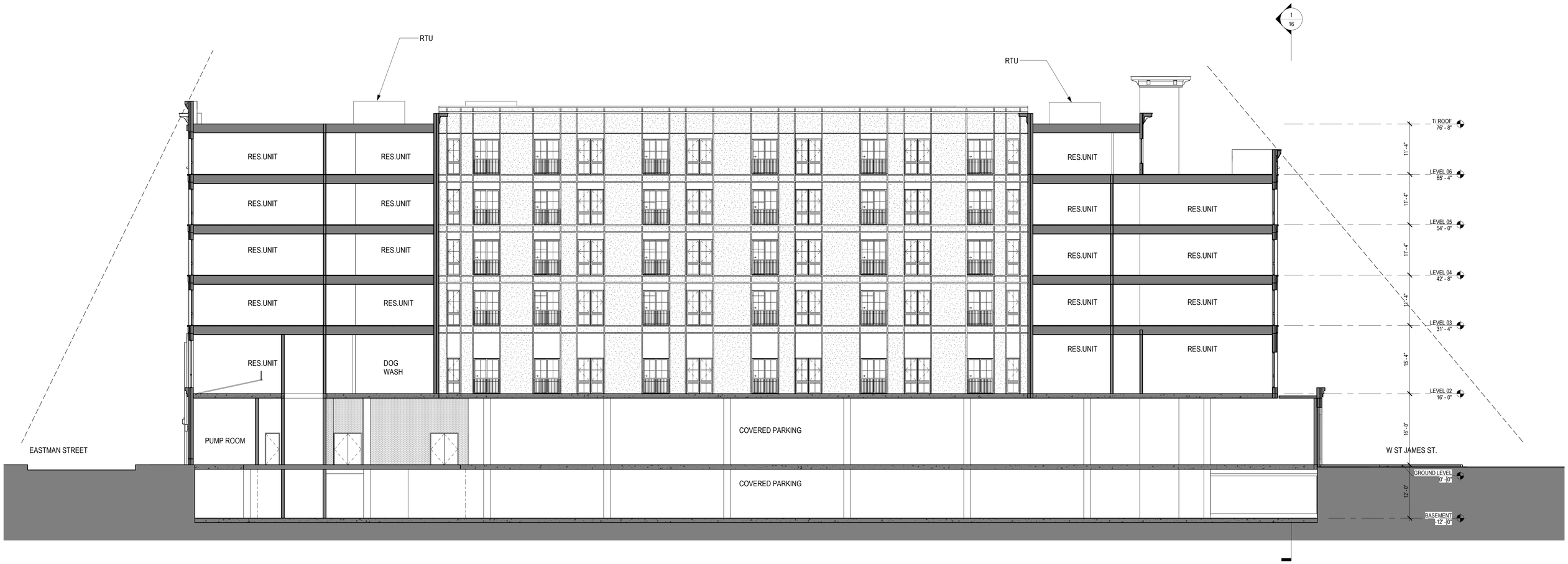
OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

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

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008



1/15 NORTH-SOUTH BUILDING SECTION
SCALE: 1" = 10'-0"

OKW Architects

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

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

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008

1/16 EAST-WEST BUILDING SECTION

SCALE: 1" = 10'-0"

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

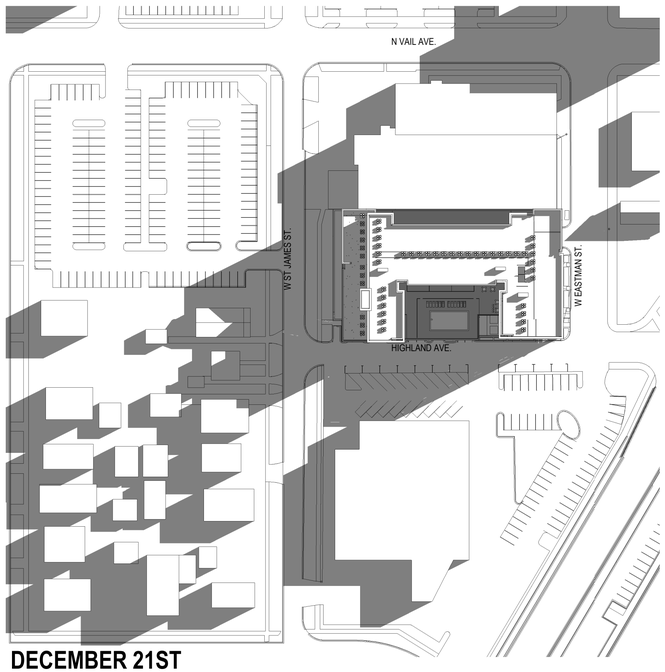
SCALE: 1" = 10'

0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008



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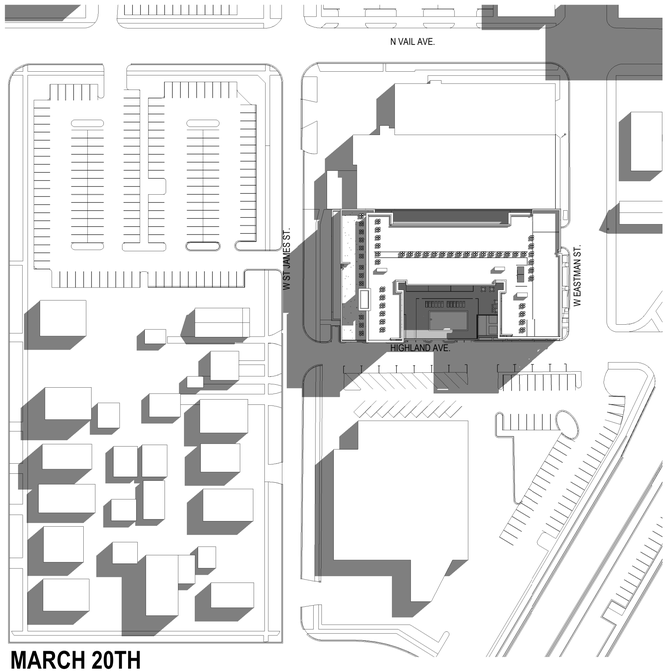

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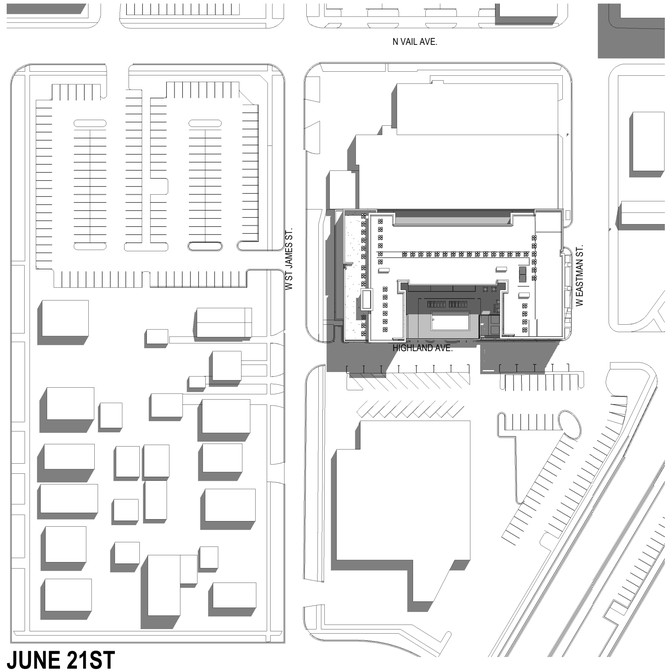

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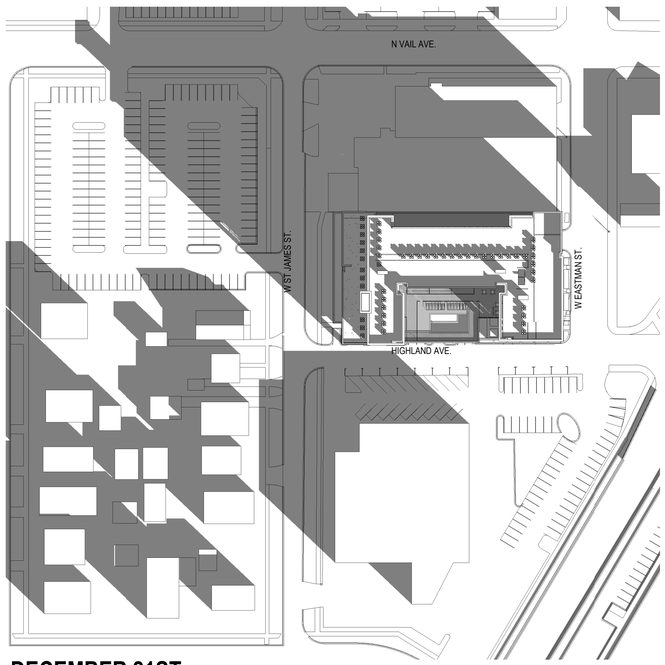

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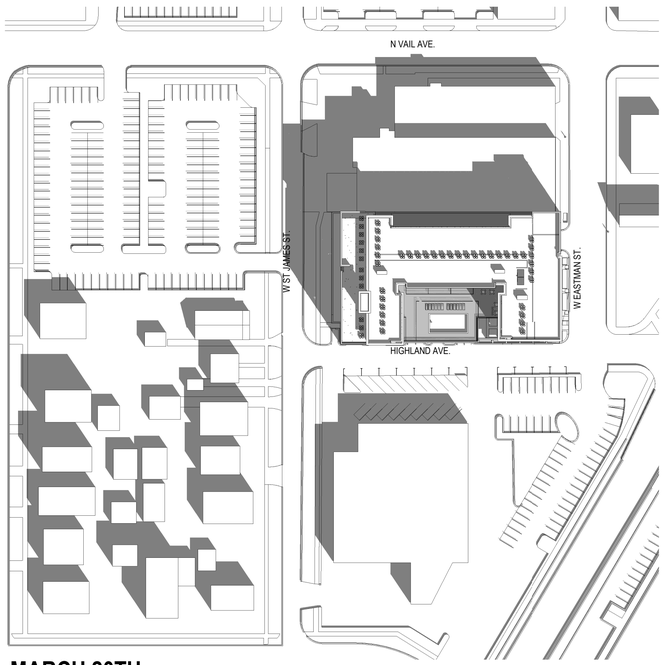

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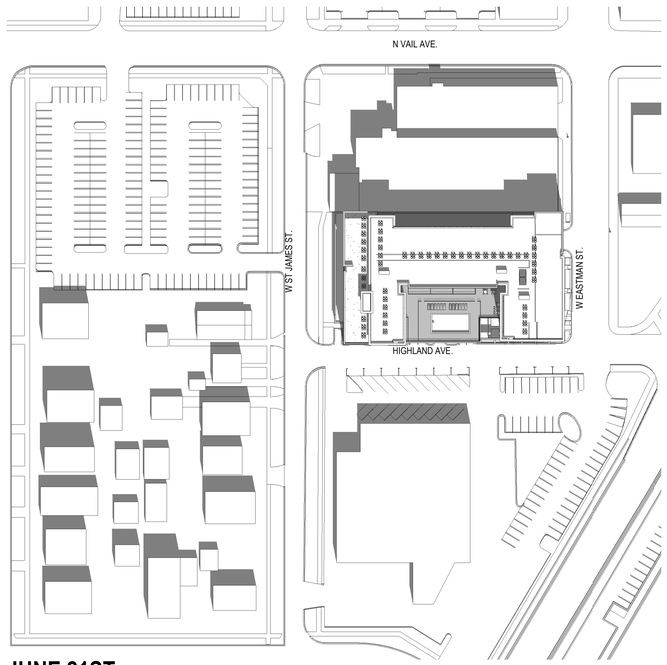


JUNE 21ST
3:00 PM

SUN STUDIES

OKW Architects

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

N

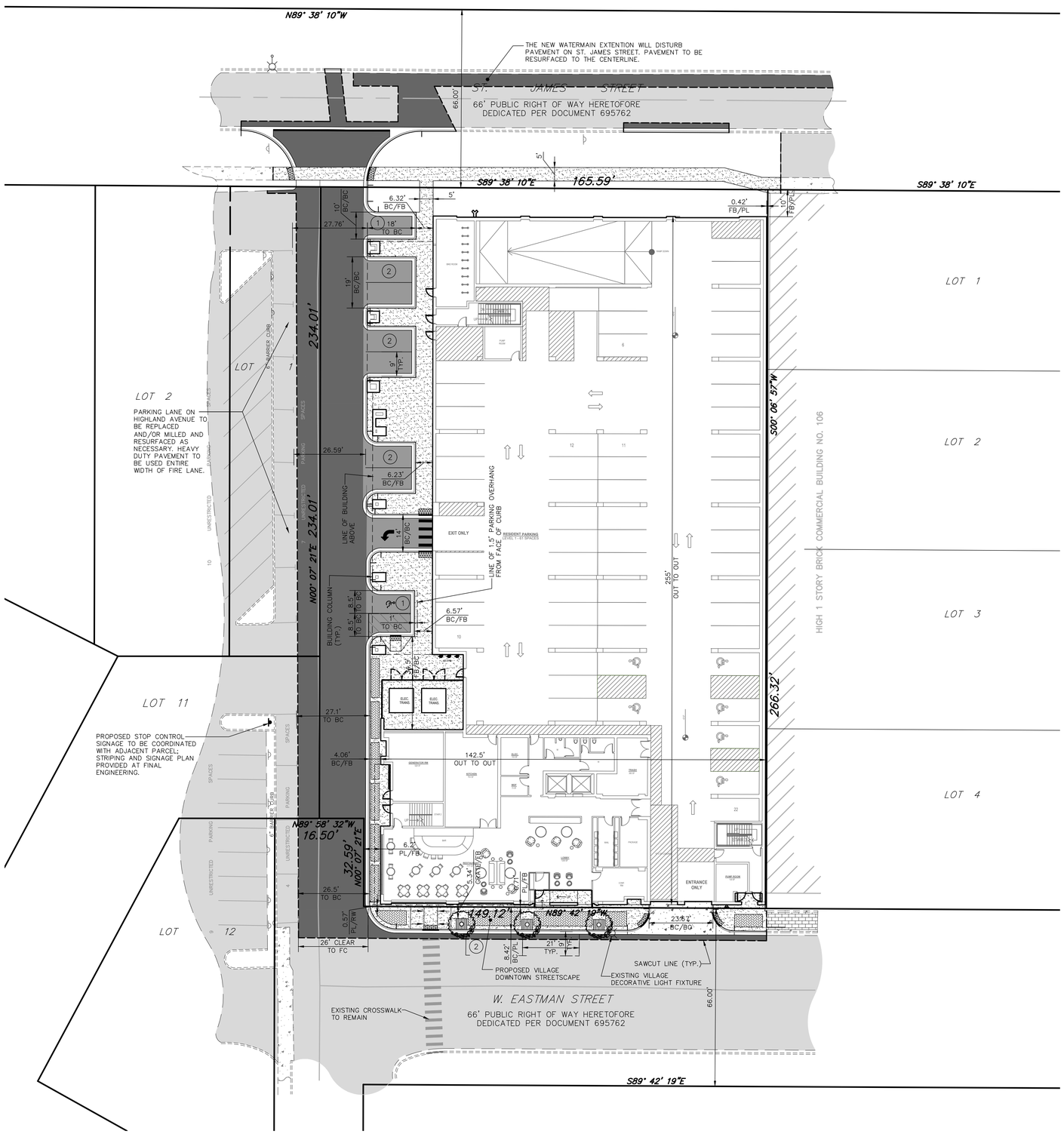
PROJECT

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

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
10/27/2023 Project #: 22008



SURFACE IMPROVEMENT LEGEND:

- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE
- NEW ASPHALT PAVEMENT
- NEW HEAVY-DUTY ASPHALT PAVEMENT
- NEW CONCRETE SIDEWALKS
- PROPOSED B6.12 CONCRETE CURB AND GUTTER
- PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
- PROPOSED DEPRESSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- EXISTING DEPRESSED CURB AND GUTTER

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

SITE DATA:

TOTAL SITE SIZE	= 43,581 S.F. (1.0 AC)
EXISTING SITE CONDITIONS:	
EXISTING BUILDING/PAVT/SW	= 41,544 S.F.
EXISTING GREENSPACE	= 2,037 S.F.
EXISTING CONDITION IMPERVIOUS AREA	= 41,544 S.F.
PROPOSED SITE CONDITIONS:	
PROPOSED BUILDING/PAVT/SW	= 42,179 S.F.
PROPOSED GREENSPACE	= 1,402 S.F.
PROPOSED CONDITION IMPERVIOUS AREA	= 42,179 S.F.

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER.
4. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED APRIL 27, 2022.
5. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
6. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY- REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
8. ALL STRUCTURAL AND ARCHITECTURAL DESIGN DATA FOR THE MASONRY WALLED TRASH ENCLOSURES ARE THE RESPONSIBILITY OF THE PROJECT ARCHITECT. REFER TO THE ARCHITECTURAL PLANS FOR ALL DETAILS PERTAINING TO SAME.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. THE HEAVY-DUTY PAVEMENT SECTION SHALL MEET VILLAGE STANDARD & CONSIST OF: 2" SURFACE, 2 1/4" N-50 BINDER, 5" N-50 BINDER, & 4" CA-6 STONE SUBBASE.
11. CONCRETE DRIVEWAY APRONS TO BE 8" THICK.
12. THE PAVEMENT ON W. EASTMAN ST. SHALL BE MILLED AS NECESSARY TO MATCH EXISTING GRADE NEAR CURBLINE. LOCATION DETERMINED AT FINAL ENGINEERING.
13. THE BRICK PAVER SECTION ALONG W EASTMAN ST. SHALL MATCH THE DOWNTOWN STREETSCAPE.
14. WITH THE ADDITION OF A FUTURE PUBLIC SIDEWALK EASEMENT, A 5.0' ACCESSIBLE ROUTE ALONG THE EASTMAN STREET SIDEWALK IS PROVIDED.
15. COORDINATION WITH PLANNING AND ENGINEERING AT THE TIME OF FINAL DESIGN WILL DETERMINE VILLAGE PAVERS AT CERTAIN CROSSWALK LOCATIONS, ALONG WITH THE OPTION FOR A STRIPED LOADING ZONE (21' LONG PARKING STALL) ALONG EASTMAN STREET.

VILLAGE OF ARLINGTON HEIGHT'S SIDEWALK REQUIREMENTS

REINFORCEMENT

No welded wire fabric is allowed to be placed in any sidewalk in the Village right-of-way or any sidewalk to be maintained by the Village. Where sidewalk crosses over a utility conduit, two #4 reinforcing bars shall be placed mid-depth within sidewalk and extend to a minimum of 5 feet beyond either side of the utility crossing.

FORMS

Side forms shall be lumber with a nominal thickness of 2 inches and a depth equal to the sidewalk thickness specified or of steel with equal rigidity. 2x4 forms will not be allowed. Side forms shall be held sectionly in place by stakes or braces, withthe top edges of the forms true to grade. The forms shall be lightly coated with oil prior to placing concrete.

FORM REMOVAL AND BACKFILL

Unless otherwise approved by the Director of Engineering, all forms shall remain undisturbed for a minimum of 24 hours after the concrete has been placed, and be removed within 48 hours. Upon the removal of the forms, the Contractor shall have seven calendar days to backfill between the side of the sidewalk and the ground using top soil. The Contractor is responsible for maintaining proper barricades until soil has been placed.

EXPANSION JOINTS

Expansion joints shall consist of preformed joint filler, 1/2 inch thick. The top of the expansion joint shall be placed 1/4 inch below the surface of the sidewalk, and extend to the full depth of the walk. Expansion joints shall be spaced a minimum of 50 feet and shall also be placed between the sidewalk and all structures, such as light standards, manholes, etc., which extend through the sidewalk.

Where the sidewalk is constructed adjacent to pavement or curb having expansion joints , the expansion joints in the sidewalk shall be placed opposite the existing expansion joints as nearly as practicable. Expansion joints shall also be placed where the sidewalk abuts existing sidewalks, between concrete driveway pavement and sidewalk, and between sidewalk and curbs where the sidewalk abuts a curb.

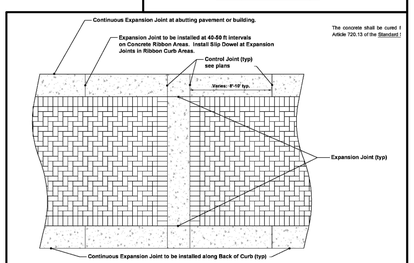
Slip Dowels are to be installed at all expansion joint locations within concrete ribbon areas.

PLACING, FINISHING, PROTECTION AND CURING

The concrete sidewalk shall be placed and finished in accordance with Article 424.06 of the Standard Specifications for Road and Bridge Construction.

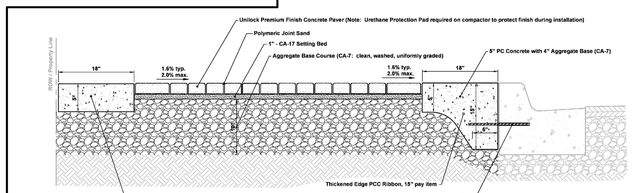
All exposed concrete surfaces shall be protected against damage by rain or other natural causes. The Contractor shall be responsible for protecting the concrete against vandalism until the concrete is set and cured.

The concrete shall be cured for a minimum period of three days after placement as described in Article 720.13 of the Standard Specifications for Road and Bridge Construction.



The concrete shall be cured in Article 720.13 of the Standard

PROPOSED PAVER PATTERN DETAIL
90-DEGREE HERRINGBONE



PROPOSED SIDEWALK CROSS-SECTION

VILLAGE PAVER DETAILS

October 27, 2023 1:15:25 p.m. AcadVer:24.2s (LMS Tech)
Drawing: S:\68512022 – EASTMAN STREET APARTMENTS\300_ENGINEERING\310_CADD\PRELIM\685_BASE_PRELIM.DWG

NO.	DATE	REVISIONS	DRAWN BY
1	08/31/23	PER VILLAGE REVIEW #1	TLM
2	10/27/23	PER VILLAGE REVIEW #2	TLM

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EASTMAN STREET APARTMENTS

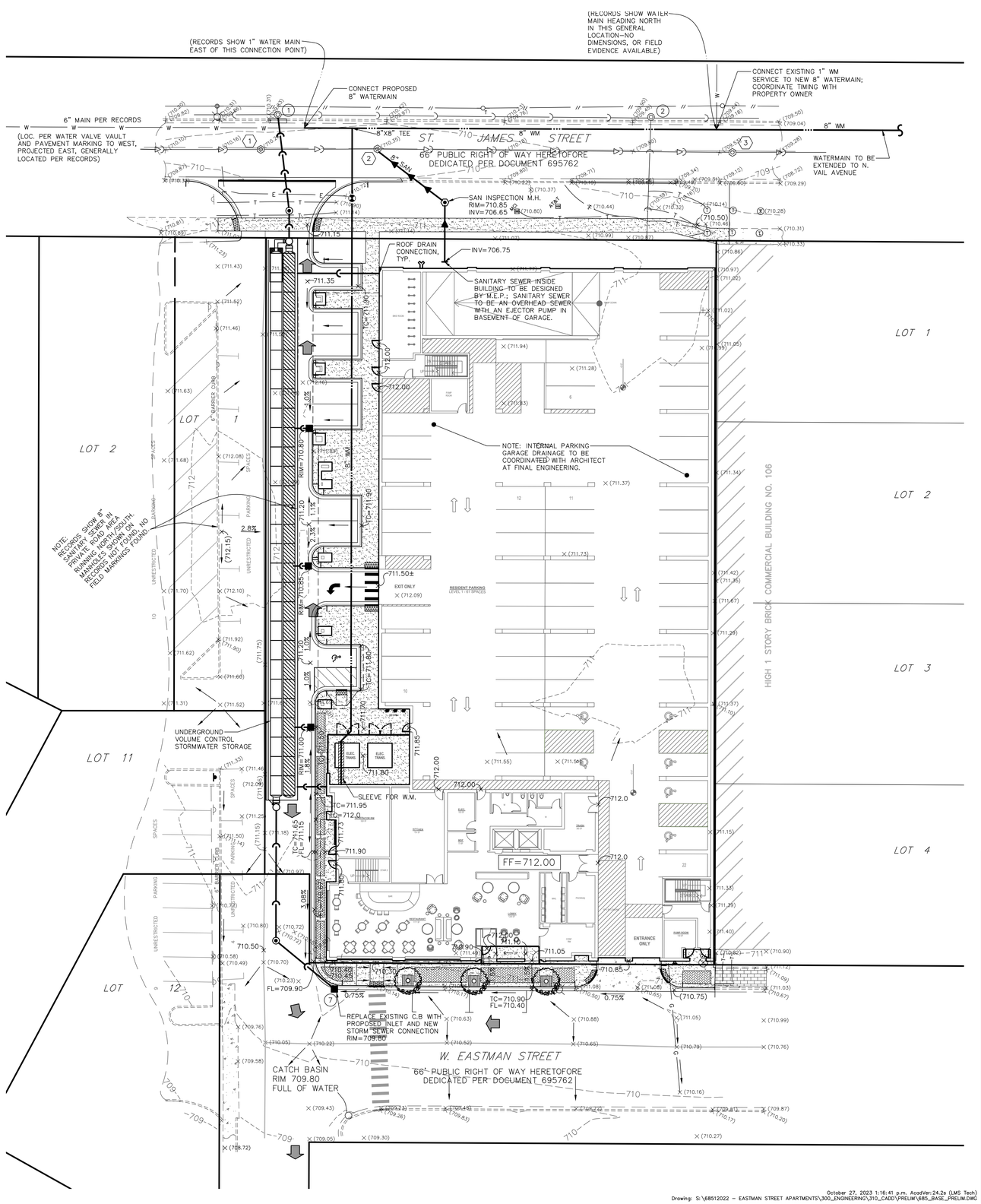
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL

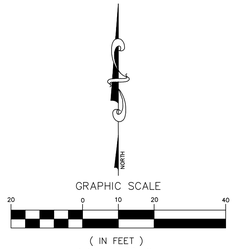
PRELIMINARY SITE DEVELOPMENT PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET 1 OF 2





VOLUME CONTROL STORAGE SUMMARY

VOLUME CONTROL STORAGE REQUIRED= 0.0807 AC-FT
VOLUME CONTROL STORAGE PROVIDED= 0.0837 AC-FT

STORM TECH SYSTEM= 3647 CF

VV Total STORM TECH= 0.0837 AC-FT

SEASONAL HIGH GROUND WATER LEVEL= (±) 10' DEEP ON TSC SOIL BORINGS DATED APRIL 25, 2022.

ABBREVIATIONS LEGEND (IN ADDITION TO TITLE SHEET LEGEND)

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
EC	=	EDGE OF CONCRETE
RW	=	RETAINING WALL
ROW	=	RIGHT OF WAY
BC/BC=		BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(TYP)	=	TYPICAL
DW	=	DEMISING WALL

EXISTING UTILITY STRUCTURE SCHEDULE

SANITARY SEWER STRUCTURES

(1) SANITARY MANHOLE RIM 710.26 18" VCP W INV 700.77 18" VCP E INV 700.77	(2) SANITARY MANHOLE RIM 710.35 18" VCP W INV 700.58 18" VCP E INV 700.53 6" VCP N INV 701.15 8" VCP S INV 701.36 **PROP. INV=±706.00**
(3) SANITARY MANHOLE RIM 709.52 18" VCP W INV 700.42 18" VCP E INV 700.39 8" RCP NE INV 704.17 8" RCP SE INV 704.12	

STORM SEWER STRUCTURES

(1) STORM MANHOLE RIM 710.34 24" RCP W INV 696.39 24" RCP E INV 696.24 **PROP. INV=±706.00**	(2) STORM MANHOLE RIM 709.65 24" RCP W INV 695.52 24" RCP E INV 695.35
(3) CATCH BASIN RIM 710.64 10" RCP SE INV 706.79	(4) STORM MANHOLE RIM 710.88 10" RCP NW INV 705.73 12" RCP W INV 705.73 15" RCP N INV 699.00 15" RCP S INV 699.18
(5) STORM MANHOLE RIM 711.42 15" RCP N INV 700.03 12" PVC S INV 704.60	(6) CATCH BASIN RIM 710.50 12" PVC N INV 704.90 6" PVC S INV 706.20
(7) CATCH BASIN RIM 709.80 6" PVC N INV 707.75	

(2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
[5] WATERMAIN STRUCTURE NUMBER

NOTES;

1. EXISTING WATER SERVICES SHALL BE ABANDON AT THE MAIN.
2. THE EXISTING SANITARY SERVICE FOR 116 W. EASTMAN SHALL BE ABANDON.
3. THE PAVEMENT REPAIR ON ST. JAMES STREET FOR UTILITY CONNECTIONS SHALL BE FULL DEPTH AND A MINIMUM OF 5.0' WIDE.

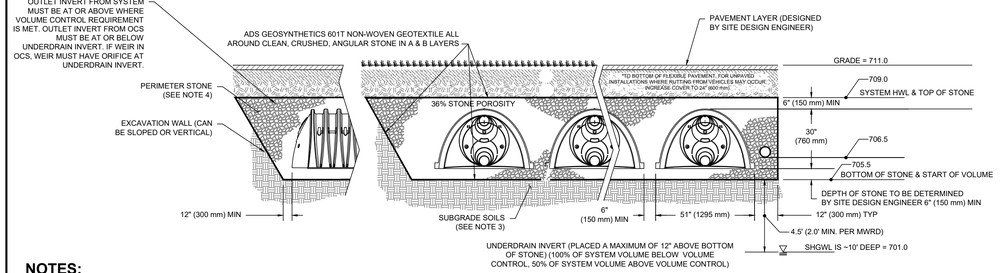
PRELIMINARY PLAN NOTES:

1. THESE PLANS ARE PRELIMINARY, FOR REVIEW ONLY, AND NOT FOR CONSTRUCTION. THE FINAL PLANS SHALL BE DESIGNED IN ACCORDANCE WITH THE FOLLOWING MANUALS: "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS"; "THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS"; "THE RECOMMENDED STANDARDS FOR SEWAGE WORKS"; THE VILLAGE OF ARLINGTON HEIGHTS ORDINANCES, CODES AND DETAILS; AND THE MANUALS, CODES AND ORDINANCES REFERENCED IN THE FOLLOWING NOTES.
2. THE TOPOGRAPHIC AND EXISTING UTILITY INFORMATION SHOWN HEREIN WAS PROVIDED BY GENTILE AND ASSOCIATES, INC. PLAT OF SURVEY DATED APRIL 27, 2022.
3. THE SITE PLAN SHOWN HEREIN WAS PROVIDED BY OKW ARCHITECTS. THE PLAN SHALL BE GEOMETRICALLY VERIFIED AND ADJUSTED DURING PREPARATION OF FINAL PLAT.
4. ADDITIONAL SOIL EROSION CONTROL MEASURES AND BEST MANAGEMENT PRACTICES SHALL BE PROVIDED PER LOCAL ORDINANCE AND PER THE "ILLINOIS URBAN MANUAL" AT TIME OF FINAL ENGINEERING DESIGN.
5. SIDEWALKS SHALL BE P.C.C. AND SHALL EXTEND THROUGH DRIVEWAY APRONS. RAMPS AT INTERSECTIONS SHALL BE PROVIDED IN ACCORDANCE WITH THE "ILLINOIS ACCESSIBILITY CODE".
6. PUBLIC AND PRIVATE STREETS SHALL BE P.C.C. CURB AND GUTTER WITH FLEXIBLE PAVEMENT MATERIAL.
7. PAVEMENT MARKING SHALL BE RETRO-REFLECTIVE PLIANT POLYMER FILM; PARKING STRIPING SHALL BE PAINT.
8. PRELIMINARY STORM WATER VOLUME CONTROL HAS BEEN CALCULATED IN ACCORDANCE WITH MWRD WMO.
9. SANITARY SEWER SYSTEM SHALL BE DESIGNED IN ACCORDANCE TO "MWRDGC SEWER PERMIT ORDINANCE". SANITARY SEWER MAIN SHALL BE 8 INCHES IN DIAMETER AND MATERIAL SHALL BE PVC SDR 26. SANITARY SEWER SERVICES SHALL BE 6 INCHES IN DIAMETER.
10. STORM SEWER 10" IN DIAMETER OR LESS SHALL BE PVC SDR 26 OR DIP CLASS 52. STORM SEWER 12 INCHES IN DIAMETER OR LARGER SHALL BE RCP CLASS III, ASTM C-76. STORM INLET LOCATIONS MAY BE ADJUSTED DURING FINAL ENGINEERING DESIGN.
11. WATER MAIN SHALL BE 8 INCHES IN DIAMETER DIP CLASS 52 UNLESS OTHERWISE NOTED.
12. APARTMENT BUILDINGS SHALL HAVE INDIVIDUAL WATER, SANITARY & STORM SERVICES, AND DOWNSPOUTS SHALL CONNECT TO STORM SEWER.
13. EASEMENTS SHALL BE PROVIDED FOR PUBLIC UTILITIES WHICH ARE OUTSIDE DEDICATED PUBLIC RIGHT-OF-WAYS. FINAL LOCATION SHALL BE SHOWN ON FINAL PLAT AND PLANS.
14. UTILITY SIZES AND LOCATIONS SHOWN HEREIN ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE UPON FINAL ENGINEERING DESIGN.
15. EXISTING UTILITIES AND PAVEMENTS REMAINING ON SITE SHALL BE REMOVED.
16. ALL EXISTING TREES ON SITE SHALL BE REMOVED. A LANDSCAPE PLAN WILL BE PROVIDED BY OTHERS.
17. STORM WATER DETENTION SHALL BE PROVIDED AS A FEE-IN-LIEU OF MEETING VILLAGE OF ARLINGTON HEIGHTS REQUIREMENTS.

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	ⓢ	ⓢ
STORM MANHOLE	ⓜ	ⓜ
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▶
CONCRETE HEADWALL	☽	☾
VALVE VAULT	⊗	⊗
VALVE BOX	▪	▪
FIRE HYDRANT	⋋	⋋
BUFFALO BOX	∘	∘
CLEANOUT	⊠	⊠
SANITARY SEWER	—S—	—S—
FORCE MAIN	—FM—	—FM—
STORM SEWER	—C—	—C—
WATER MAIN	—W—	—W—
CONSTRUCT WATER MAIN UNDER SEWER		
GRANULAR TRENCH BACKFILL		
STREET LIGHT	—☼—	—☼—
ELECTRICAL CABLE	—E—	—E—
2" CONDUIT ENCASEMENT		
ELECTRICAL TRANSFORMER OR PEDESTAL	▣	▣
POWER POLE	—○—	—○—
STREET SIGN	▷	▶
GAS MAIN	—G—	—G—
TELEPHONE LINE	—T—	—T—
CONTOUR	749	749
SPOT ELEVATION	×(750.00)	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
TREE WITH TRUNK SIZE		
SOIL BORING		
TOPSOIL PROBE		
FENCE LINE, WIRE OR SILT	—×—	—×—
FENCE LINE, CHAIN LINK OR IRON	—○—	—○—
FENCE LINE, WOOD OR PLASTIC	—□—	—□—
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		

VOLUME CONTROL STORAGE SYSTEM



NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 550 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

StormTech®
Chamber System
888-892-2694 | WWW.STORMTECH.COM

DATE	REVISIONS	DRAWN BY
1 08/31/23	PER VILLAGE REVIEW #1	TLM
2 10/27/23	PER VILLAGE REVIEW #2	TLM

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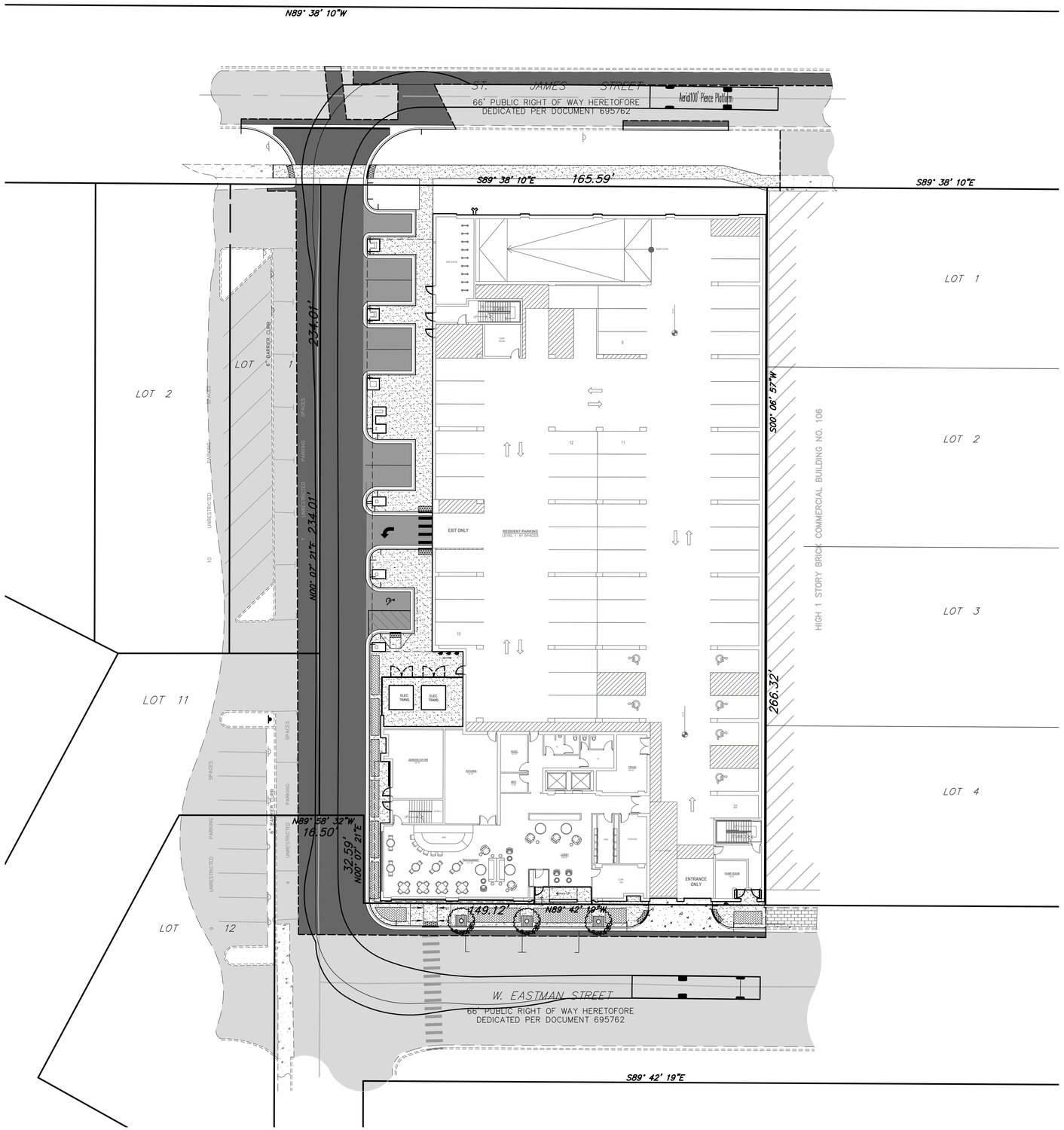
EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL
PRELIMINARY ENGINEERING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET 2 OF 2

October 27, 2023 1:16:41 p.m. AcadVer:24.2s (LMS Tech)
Drawing: S:\68512022 – EASTMAN STREET APARTMENTS\300_ENGINEERING\310_CADD\PRELIM\685_BASE_PRELIM.DWG

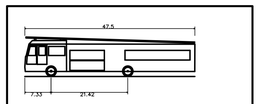


NORTH

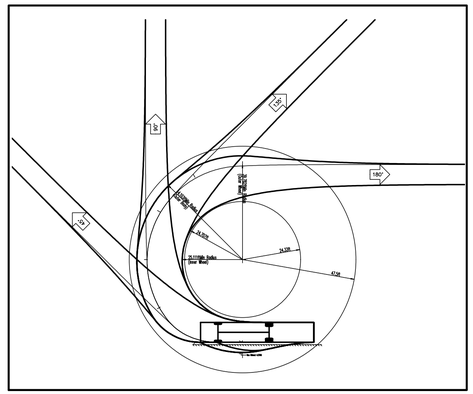
GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.



Aerial100' Pierce Platform	
Overall Length	47.500ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.167ft
Track Width	8.333ft
Lock-to-lock time	6.000s
Max Wheel Angle	40.00°



DATE	REVISIONS	DRAWN BY
1 08/31/23	PER VILLAGE REVIEW #1	TLM
2 10/27/23	PER VILLAGE REVIEW #2	TLM

EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL
FIRE TRUCK MANEUVERING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO.	68512022
DATE	07/31/23
SCALE	1"=20'
PROJ. MGR.	MRM
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET
1 OF 2

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October 27, 2023 1:17:35 p.m. AcadVer:24.2s (LMS Tech)
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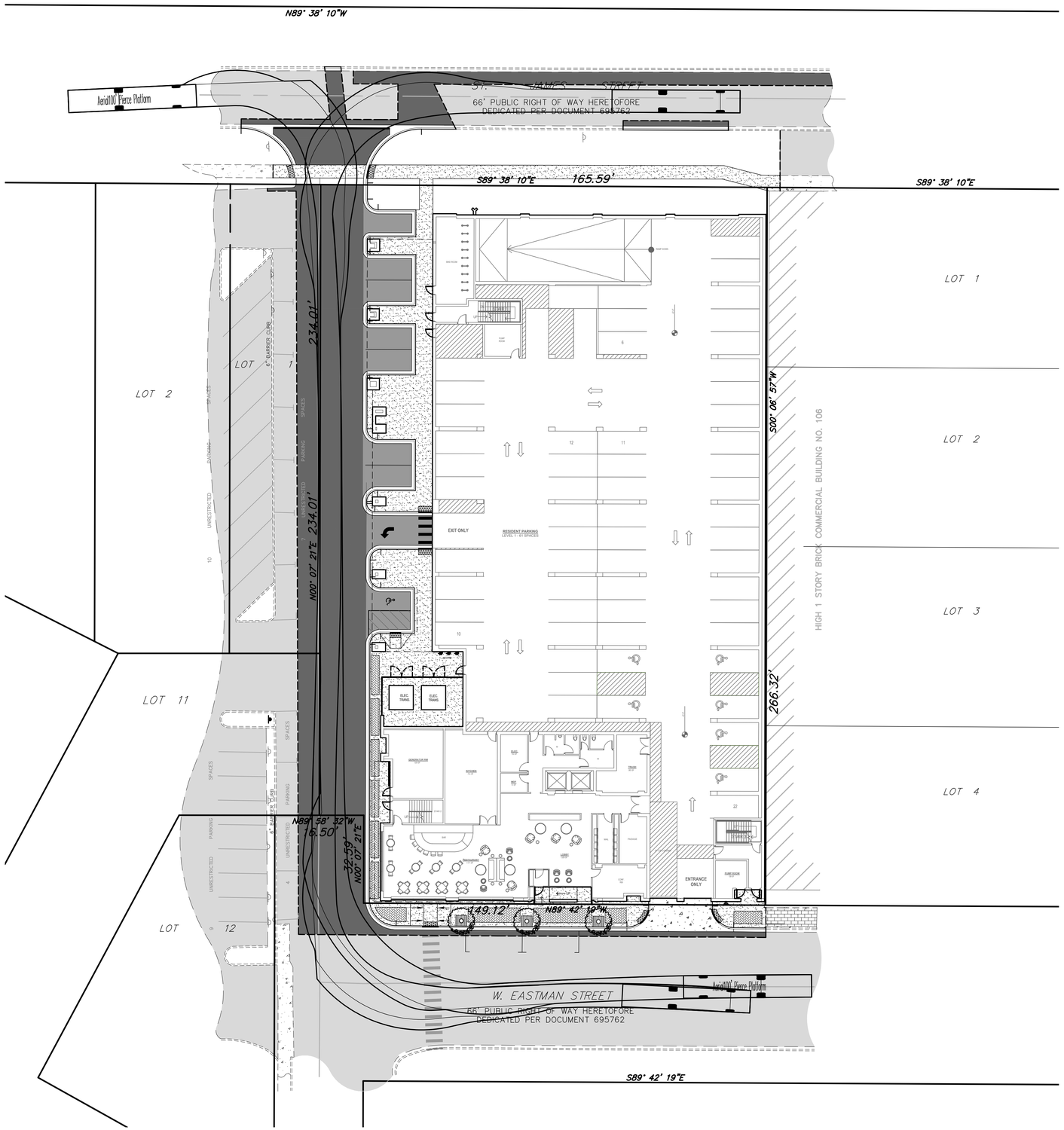

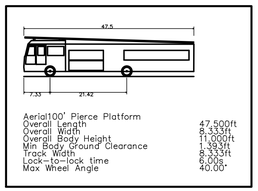

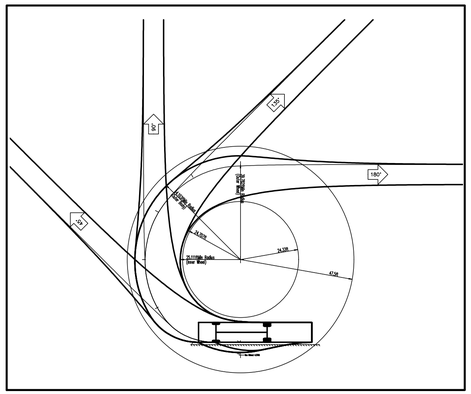

DATE	REVISIONS	DRAWN BY
1 08/31/23	PER VILLAGE REVIEW #1	TLM
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PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
2 OF 2

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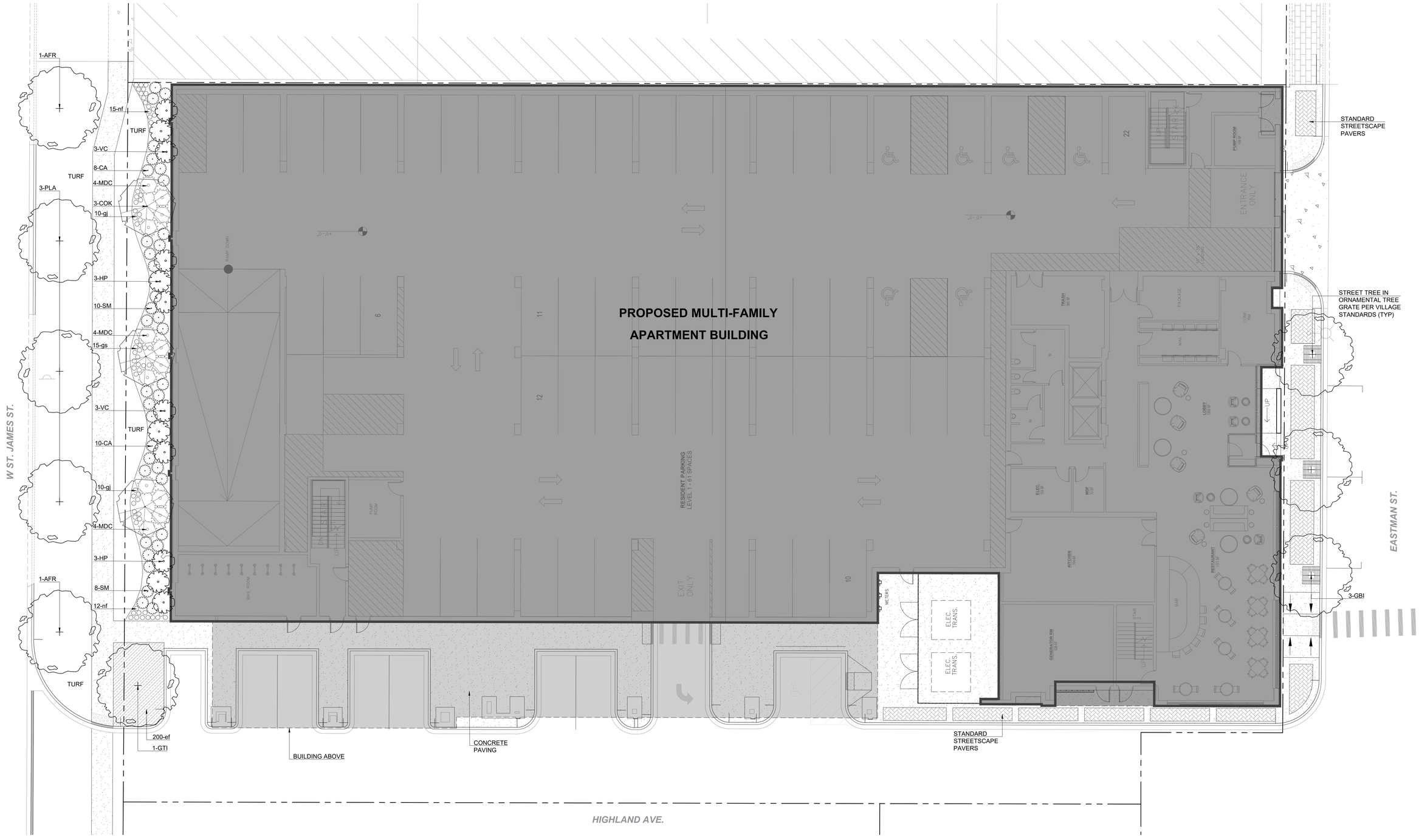


OVERALL LANDSCAPE PLAN

SCALE: 1" = 10'-0"

N

0 10' 20'

Kathryn Talty
landscape architecture
Winnetka, Illinois 60093
847.612.5154
www.kmtaltydesign.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-001196
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR REVIEW	KMT	01-11-23
	PER VILLAGE COMMENTS	KMT	04-04-23
	PER VILLAGE COMMENTS	KMT	06-15-23
	ISSUED FOR REVIEW	KMT	07-28-23
	ISSUED FOR REVIEW	KMT	10-27-23

ARLINGTON HEIGHTS
MULTI-FAMILY
116 W EASTMAN ST
ARLINGTON HEIGHTS, IL

PRELIMINARY LANDSCAPE PLAN
LANDSCAPE REQUIREMENTS

date 01-10-23 | drawn DW | checked KMT

job no. 23010

sheet no. L 1.1

Master Plant List						
Shade Trees						
Symbol	**Quantity**	**Botanical Name**	**Common Name**	**Size**	**Origin**	**Notes**
AFR	2	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE FREEMAN MAPLE	3" BB		MOIST
GBI	3	GINKGO BILOBA	GINKGO	3" BB		URBAN, MALE SPEC. ONLY
GTI	1	GLEDITSIA TRIACANTHOS F. INERMIS	THORNLESS HONEYLOCUST	3" BB		URBAN, MOIST
PLA	3	PLATANUS x ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION LONDON PLANETREE	3" BB		URBAN, MOIST
Ornamental Trees						
COK	3	CORNUS KOUSA	KOUSA DOGWOOD	6' BB		
Evergreen Shrubs						
MDC	12	MICROBIOTA DECUSSATA 'CELTIC PRIDE'	RUSSIAN ARBORVITAE	5 GAL		
Deciduous Shrubs						
CA	20	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD CLETHRA	5 GAL		
HP	6	HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" BB		
SM	20	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	24" BB		
VC	6	VIBURNUM CARLESII 'COMPACTUM'	DWARF KOREANSPICE VIBURNUM	36" BB		
Groundcover						
ef	200	EUONYMOUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS		
Perennials						
gj	20	GERANIUM X 'JOHNSON'S BLUE'	JOHNSON'S BLUE GERANIUM	1 GAL		18" BLUE
gs	15	GERANIUM SANGUINEUM 'ANKUM'S PRIDE'	BLOODY CRANESBILL	1 GAL		12" PINK
nf	27	NEPETA X FAASSENII	FAASSEN'S CATMINT	1 GAL		12" LAVENDER

GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. FOUR FOOT HIGH FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIP-LINE OF ALL TREES TO BE SAVED.
4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
10. ALL PARKING LOT ISLANDS SHALL BE BACKFILLED WITH THE FOLLOWING: 2' OF BLENDED GARDEN SOIL MIX (60% TOPSOIL, 30% COMPOST, 10% SAND) OR 6" OF *ONE STEP* BY MIDWEST TRADING, TOP DRESSED AND TILLED INTO 18" OF TOPSOIL.
11. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
12. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
13. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
14. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
15. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
16. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.
17. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

LANDSCAPE MAINTENANCE SPECIFICATIONS

LANDSCAPE MAINTENANCE SPECIFICATIONS
The Contractor shall provide as a separate bid, maintenance for a period of 1 year after final acceptance of the project landscaping. The Contractor must be able to provide continued maintenance if requested by the Owner or provide the name of a reputable landscape contractor who can provide maintenance.

STANDARDS
All landscape maintenance services shall be performed by trained personnel using current, acceptable horticultural practices.

All work shall be performed in a manner that maintains the original intent of the landscape design.

All chemical applications shall be performed in accordance with current county, state and federal laws, using EPA registered materials and methods of application. These applications shall be performed under the supervision of a Licensed Certified applicator.

APPROVALS
Any work performed in addition to that which is outlined in the contract shall only be done upon written approval by the Owner's Representative.

All seasonal color selections shall be approved by the Owner's Representative prior to ordering and installation.

SOIL TESTING
The maintenance contractor shall perform soil tests as needed to identify imbalances or deficiencies causing plant material decline. The owner shall be notified of the recommendation for approval, and the necessary corrections made at an additional cost to the owner.

Acceptable Soil Test Results:

	Landscape Trees & Shrubs	Turf
pH Range	5.0-7.0	6.0-7.0
Organic Matter	>1.5%	>2.5%
Magnesium (Mg)	100+lbs./acre	100+lbs./acre
Phosphorus (P2O5)	150+lbs./acre	150+lbs./acre
Potassium (K2O)	120+lbs./acre	120+lbs./acre
Soluble salts	Not to exceed 900ppm/1.9 mmhos/cm in soil; not to exceed 1400 ppm/2.5 mmhos/cm in high organic mix	Not to exceed 750ppm/0.75 mmhos/cm in soil; not to exceed 2000 ppm/2.0 mmhos/cm in high organic mix

For unusual soil conditions, the following optional tests are recommended with levels not to exceed:

Boron	3 pounds per acre
Manganese	50 pounds per acre
Potassium (K2O)	450 pounds per acre
Sodium	20 pounds per acre

WORKMANSHIP
During landscape maintenance operations, all areas shall be kept neat and clean. Precautions shall be taken to avoid damage to existing structures. All work shall be performed in a safe manner to the operators, the occupants and any pedestrians.

Upon completion of maintenance operations, all debris and waste material shall be cleaned up and removed from the site, unless provisions have been granted by the owner to use on-site trash receptacles.

Any damage to the landscape, the structure, or the irrigation system caused by the maintenance contractor, shall be repaired by the maintenance contractor without charge to the owner.

TURF

GENERAL CLEAN UP
Prior to mowing, all trash, sticks, and other unwanted debris shall be removed from lawns, plant beds, and paved areas.

MOWING
Turf grasses, including blue grass, tall fescue, perennial ryegrass, etc., shall be maintained at a height of 2" to 3" in spring and fall. From June through September, mowing height shall be maintained at no less than 3".

The mowing operation includes trimming around all obstacles, raking excessive grass clippings and removing debris from walks, curbs, and parking areas. Caution: Mechanical weeders should NOT be used around trees because of potential damage to the bark.

EDGING
Edging of all sidewalks, curbs and other paved areas shall be performed once every other mowing. Debris from the edging operations shall be removed and the areas swept clean. Caution shall be used to avoid flying debris.

FERTILIZING
Seasonally stepped fertilizer shall be applied in areas based on the existing turf species.

LAWN WEED CONTROL: HERBICIDES
Selection and proper use of herbicides shall be the landscape contractor's responsibility. All chemical applications shall be performed under the supervision of a Licensed Certified Applicator. Read the label prior to applying any chemical.

INSECT & DISEASE CONTROL FOR TURF
The contractor shall be responsible for monitoring the site conditions on each visit to determine if any insect pest or disease problems exist. The contractor shall identify the insect pest or disease, as well as the host plant, and then consult the most current edition of the Cooperative Extension Service's "Commercial Insecticide Recommendation for Turf" for control. The licensed applicator shall be familiar with the label provided for the selected product prior to application.

Inspection and treatment to control insect pests shall be included in the contract price.

TREES, SHRUBS, & GROUND COVER

PRUNING
All ornamental trees, shrubs and ground cover shall be pruned when appropriate to remove dead or damaged branches, develop the natural shapes. Do not shear trees or shrubs. If previous maintenance practice has been to shear and ball, then a natural shape will be restored gradually.

Pruning Guidelines:
1. Prune plants that flower before the end of June (spring blooming) immediately after flowering. Flower buds develop during the previous growing season. Fall, winter or spring pruning would reduce the spring flowering display.
2. Prune plants that flower in July – September (summer or autumn blooming) in winter or spring before new growth begins, since these plants develop flowers on new growth.
3. Delay pruning plants grown for ornamental fruits, such as Cotoneasters and Viburnums.
4. Hollies and other evergreens may be pruned during winter in order to use their branches for seasonal decoration. However, severe pruning of evergreens should be done in early spring only.
5. Broadleaf evergreen shrubs shall be hand-pruned to maintain their natural appearance after the new growth hardens off.
6. Hedges or shrubs that require shearing to maintain a formal appearance shall be pruned as required. Dead wood shall be removed from sheared plants before the first shearing of the season.
7. Conifers shall be pruned, if required, according to their genus.
   A. Yews, Junipers, Hemlocks and Arborvitae may be pruned after new growth has hardened off in late summer. If severe pruning is necessary, it must be done in early spring.
   B. Firs and spruces may be lightly pruned in late summer, fall, or winter after completing growth. Leave side buds. Never cut central leader.
   C. Pines may be lightly pruned in early June by reducing candles.
8. Groundcover shall be edged and pruned as needed to contain it within its borders.
9. Thinning: Remove branches and water sprouts by cutting them back to their point of origin on parent stems. This method results in a more open plant, without stimulating excessive growth. Thinning is used on Crab Apples, Lilacs, Viburnums, etc.
10. Renewal pruning: Remove oldest branches of shrub at ground, leaving the younger, more vigorous branches. Also remove weak stems. On overgrown plants, this method may be best done over a three-year period. Renewal pruning may be used on Forsythia, Hydrangea, Spiraea, etc.

Plants overhanging passageways and parking areas and damaged plants shall be pruned as needed.

Shade trees that cannot be adequately pruned from the ground shall not be included in the Maintenance Contract. A certified arborist under a separate contract shall perform this type of work.

SPRING CLEANUP
Plant beds shall receive a general cleanup before fertilizing and mulching. Cleanup includes removing debris and trash from beds and cutting back herbaceous perennials left standing through winter, e.g. ornamental grasses, Sedum Autumn Joy.

FERTILIZING
For trees, the rate of fertilization depends on the tree species, tree vigor, area available for fertilization, and growth stage of the tree. Mature specimens benefit from fertilization every 3 to 4 years; younger trees shall be fertilized more often during rapid growth stages.

The current recommendation is based on the rate of 1000 square feet of area under the tree to be fertilized. For deciduous trees, 2 to 6 pounds of Nitrogen per 1000 square feet; for
narrow-leaf evergreens, 1 to 4 pounds of Nitrogen per 1000 square feet; for broadleaf evergreens, 1 to 3 pounds of Nitrogen per 1000 square feet.

Shrubs and groundcover shall be top-dressed with compost 1" deep or fertilized once in March with 10-6-4 analysis fertilizer at the rate of 3 pounds per 100 square feet of bed area.
Ericaceous material shall be fertilized with an ericaceous fertilizer at the manufacturer's recommendation rate. If plants are growing poorly, a soil sample should be taken.

TREES, SHRUBS, & GROUND COVER (CONT.)

MULCHING
Annually, all tree and shrub beds will be prepared and mulched, to a minimum depth of 3" with quality mulch to match existing. Bed preparation shall include removing all weeds, cleaning up said bed, edging and cultivating decayed mulch into the soil. Debris from edging is to be removed from beds where applicable. If deemed necessary, a pre-emergent herbicide may be applied to the soil to inhibit the growth of future weeds.

Organically maintained gardens shall not receive any pre-emergent herbicides. Mulch in excess of 4" will be removed from the bed areas. SPECIAL CARE shall be taken in the mulching operation not to over-mulch or cover the base of trees and shrubs. This can be detrimental to the health of the plants.

WEEDING
All beds shall be weeded on a continuous basis throughout the growing season to maintain a neat appearance at all times.

Pre-emergent (soil-applied) and post-emergent (foliar-applied) herbicides shall be used where and when applicable and in accordance with the product's label.

INSECT & DISEASE CONTROL: TREES, SHRUBS & GROUNDCOVER

The maintenance contractor shall be responsible for monitoring the landscape site on a regular basis. The monitoring frequency shall be monthly except for growing season, which will be every other week. Trained personnel shall monitor for plant damaging insect activity, plant pathogenic diseases and potential cultural problems in the landscape. The pest or cultural problem will be identified under the supervision of the contractor.

For plant damaging insects and mites identified in the landscape, the contractor shall consult and follow the recommendations of the most current edition of the state Cooperative Service publication on insect control on landscape plant material.

Plant pathogenic disease problems identified by the contractor that can be resolved by pruning or physical removal of damaged plant parts will be performed as part of the contract. For an additional charge, plant pathogenic diseases that can be resolved through properly timed applications of fungicides shall be made when the owner authorizes it.

If the contractor notes an especially insect-or disease-prone plant species in the landscape, he/she will suggest replacement with a more pest-resistant cultivar or species that is consistent with the intent of the landscape design.

NOTE: For identification of plant-damaging insects and mites, a reference textbook that can be used is Insects that feed on Trees and Shrubs by Johnson and Lyon, Comstock Publishing Associates. For plan pathogenic diseases, two references are suggested: Scouting and Controlling Woody Ornamental Diseases in Landscapes and Nurseries, authorized by Gary Moorman, published by Penn State College of Agricultural Sciences, and Diseases of Trees and Shrubs by Sinclair and Lyon, published by Comstock Publishing Press.

TRASH REMOVAL
The maintenance contractor shall remove trash from all shrub and groundcover beds with each visit.

LEAF REMOVAL
All fallen leaves shall be removed from the site in November and once in December. If requested by the owner, the maintenance contractor, at an additional cost to the owner shall perform supplemental leaf removals.

WINTER CLEAN-UP
The project shall receive a general clean-up once during each of the winter months, i.e., January, February, and March.

Clean-up includes:
- Cleaning curbs and parking areas
- Removing all trash and unwanted debris
- Turning mulch where necessary
- Inspection of grounds

SEASONAL COLOR: PERENNIALS, ANNUALS, AND BULBS

The installation of perennials, annuals, and bulbs, unless specified herein, shall be reviewed with the owner, and, if accepted, installed and billed to the owner.

SEASONAL COLOR MAINTENANCE

Perennialization of Bulbs:
1. After flowering, cut off spent flower heads.
2. Allow leaves of daffodils and hyacinths to remain for six weeks after flowers have faded. Cut off at base.
3. Allow leaves of other bulbs to yellow naturally and then cut off at base.
4. Apply fertilizer after flowering in spring, possibly again in fall. Apply 10-10-10 at the rate of 2 pounds per 1000 square feet or top-dress with compost 1" deep. Fall fertilization with a bulb fertilizer or mulching with 1" of compost is optional.

Flower Rotation:
1. Bulbs: Remove the entire plant and bulb after flowers have faded or at the direction of the owner and install new plants if included in contract.
2. Summer Annuals or Fall Plants:
   A. Dead heading: Pinch and remove dead flowers on annuals as necessary.
   B. Fertilizing Summer Annuals: Fertilize using one or two methods: Apply a slow-release fertilizer in May following manufacturer's recommendations. A booster such as 10-10-10 may be necessary in late summer. Or, apply liquid fertilizations of 20-20-20 water-soluble fertilizers, not to exceed 2 pounds of 20-20-20 per 100 gallons of water, monthly; or mulch with compost 1" deep.
   C. Removal: If fall plants are to be installed, summer annuals shall be left in the ground until the first killing frost and then removed, unless otherwise directed by the owner.

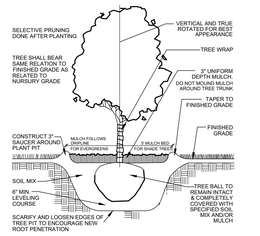
Perennials:
1. After initial installation, if a time-released fertilizer has been incorporated during plant installation, no more fertilizer need be applied the first growing season.
2. The following year:
   A. Fertilize perennials with a slow-release fertilizer or any 50% organic fertilizer, or mulch perennials with compost 1" deep.
   B. Cut all deciduous perennials flush to the ground by March 1, if this was not done the previous fall, to allow new growth to develop freely.
   C. Mulch the perennial bed once in early spring at 1"-2" depth. If soil is bared in late fall, re-mulch lightly after ground is frozen to protect perennials.
   D. Inspect for insect or disease problems on perennials. Monitor and control slugs on hostas and ligularias. Powdery mildew on phlox, monardas, and asters can be prevented with properly timed fungicides or use of disease-resistant varieties.
   E. Weed perennial bed as specified in "WEEDING" above.
   F. Prune branching species to increase density. Cut only the flowering stems after blooming. Do not remove the foliage.
3. The following fall cut back deteriorating plant parts unless instructed to retain for winter interest, e.g. Sedum Autumn Joy and ornamental grasses.
4. Long-term Care:
   A. Divide plants that overcrowd the space provided. Divide according to the species. Some need frequent dividing, e.g. asters and yarrow every two years; other rarely, if ever, e.g. peonies, hostas, and astilbe.
   B. For detailed information regarding the care of specific perennials, refer to All About Perennials by Ortho; Perennials: How to Select, Grow and Enjoy by Pamela Harper and Frederick McGouty, Hp Books Publisher; Herbaceous Perennial Plants: A Treatise on their Identification, Culture and Garden Attributes by Allan Armitage, Stipes Pub LLC.

SUMMARY OF MAINTENANCE

LAWN MAINTENANCE
1. Soil analysis performed annually to determine pH. If pH does not fall within specified range, adjust according to soil test recommendations.
2. Maintain proper fertility and pH levels of the soil to provide an environment conducive to turf vitality for turf grasses.
3. Mow turf on a regular basis and as season and weather dictates. Remove no more than the top 1/3 of leaf blade. Clippings on paved and bed areas will be removed.
4. Aerate warm season turf areas to maintain high standards of turf appearance.
5. Apply pre-emergent to turf in two applications in early February and early April to extend barrier.
6. Apply post emergent as needed to control weeds.
7. Mechanically edge curbs and walks.
8. Apply non-selective herbicide, to mulched bed areas and pavement and remove excess runners to maintain clean defined beds.

TREE, GROUNDCOVER AND SHRUB BED MAINTENANCE
1. Prune shrubs, trees and groundcover to encourage healthy growth and create a natural appearance.
2. Mulch to be applied in February/March with a half rate in late summer to top dress.
3. Apply pre-emergent herbicides in February and April.
4. Manual weed control to maintain clean bed appearance.
5. Apply fungicides and insecticides as needed to control insects and disease.
6. Ornamental shrubs, trees and groundcovers to be fertilized three (3) times per year with a balanced material (January/February, April/May, and October/November)
7. Edge all mulched beds.
8. Remove all litter and debris.

GENERAL MAINTENANCE
1. Remove all man-made debris, blow edges.
2. Inspect grounds on a monthly basis and schedule inspection with Unit Operator.



1 L2.1 TREE PLANTING DETAIL
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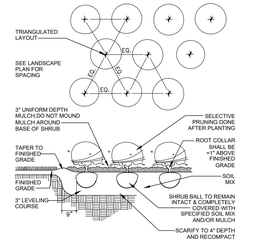

2 L2.1 SHRUB PLANTING DETAIL
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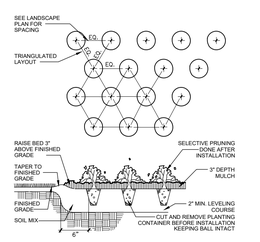

3 L2.1 GROUNDCOVER DETAIL
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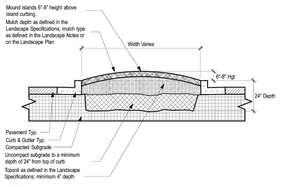
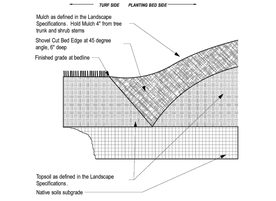


NOTE
1. Clean construction debris from within landscape island areas (ie. concrete, rocks, rubble, building materials, ect), prior to installing topsoil and plant material.
2. Fracture/loosen existing subgrade to a minimum 24" depth. Remove and replace any subgrade unsuitable for planting. Once subgrade is clean of debris and loosened, add topsoil to a minimum bermed 6'-8" height above island curbing.
3. Island plant material as per the Landscape Plan.
4. Install plant material as per tree, shrub and ground cover planting details, and as defined in the Landscape Specifications.
5. Install mulch or sod as specified on the Landscape Plan, and as defined in the Landscape Specifications.

4 L2.1 PARKING LOT ISLAND
SCALE:



5 L2.1 SPADED PLANTING BED EDGE
SCALE:

© 2005 K M Talty DESIGN

Kathryn Talty
landscape architecture
Winnetka, Illinois 60093
847.612.5154
www.kmtaltydesign.com

no.	revision description	initial	date
1	ISSUED FOR REVIEW	KMT	01-11-23
2	PER VILLAGE COMMENTS	KMT	03-13-23
3	ISSUED FOR REVIEW	KMT	06-15-23
4	PER VILLAGE COMMENTS	KMT	07-25-23
5	ISSUED FOR REVIEW	KMT	10-27-23

ARLINGTON HEIGHTS
MULTI-FAMILY
116 EASTMAN ST
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE NOTES
MASTER PLANT LIST
PLANTING SPECIFICATIONS
DETAILS

date 01-10-23 | drawn KMT | checked KMT

job no. 23010

sheet no. L 2.1

VIEW FROM NORTHWEST HWY

OKW Architects

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

COMPASSPOINT
DEVELOPMENT, LLC

EASTMAN AVE. ENTRANCE

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

COMPASSPOINT
DEVELOPMENT, LLC

VIEW FROM ST. JAMES ST.

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

COMPASSPOINT
DEVELOPMENT, LLC

VIEW FROM ST. JAMES ST.

OKW Architects

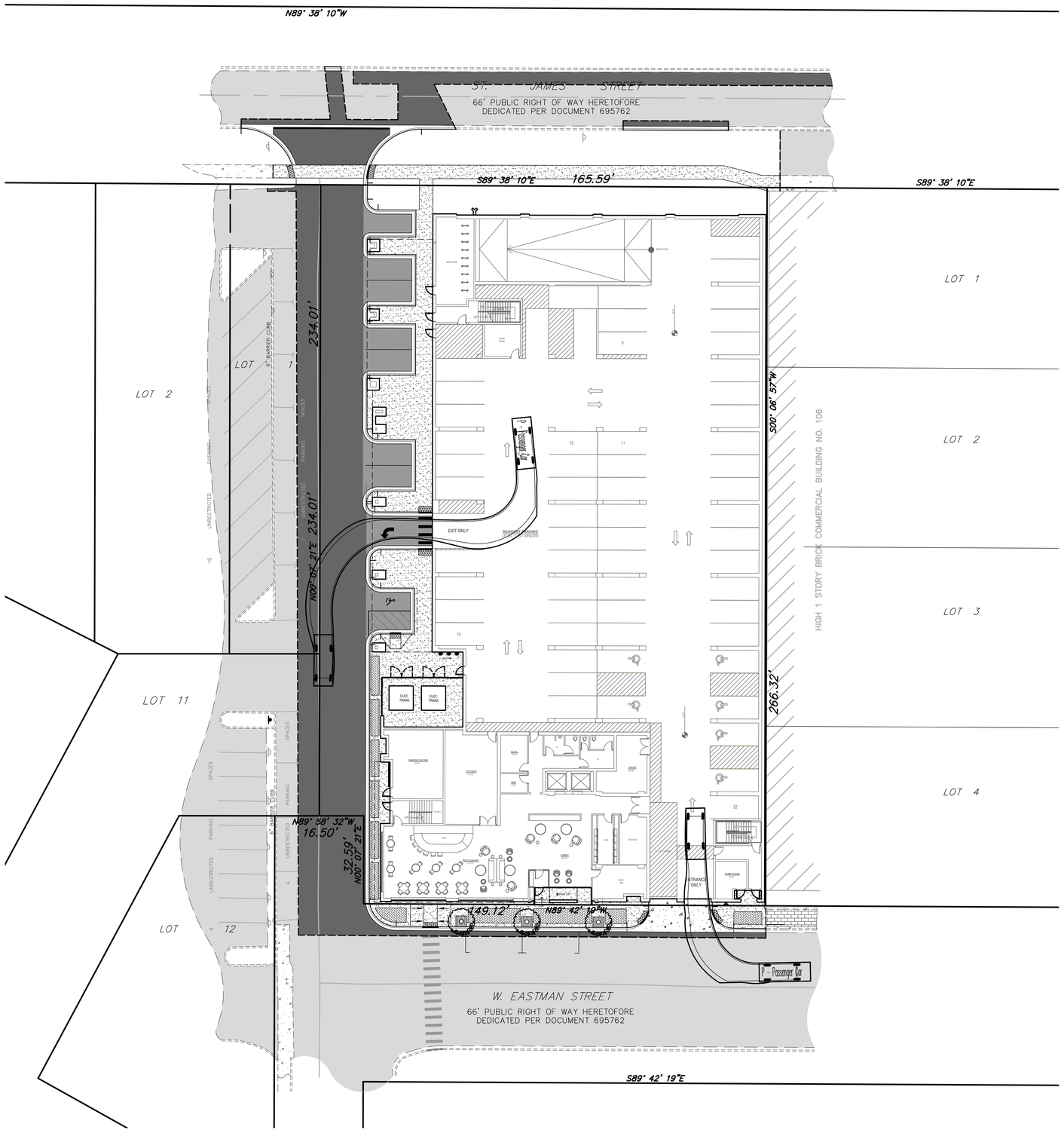
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

VIEW FROM HIGHLAND AVE.

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

COMPASSPOINT
DEVELOPMENT, LLC

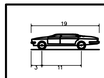


NORTH

GRAPHIC SCALE

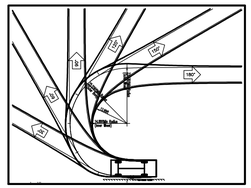
20 0 10 20 40

(IN FEET)
1 inch = 20 ft.



P - Passenger Car

Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.700ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°



DATE	REVISIONS	DRAWN BY
1 08/31/23	PER VILLAGE REVIEW #1	TLM
2 10/27/23	PER VILLAGE REVIEW #2	TLM

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EASTMAN STREET APARTMENTS

116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL

PASSENGER CAR MANEUVERING PLAN

975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 1

October 27, 2023 1:19:13 p.m. AcadVer:24.2s (LMS Tech)
Drawing: S:\68512022 – EASTMAN STREET APARTMENTS\300_ENGINEERING\310_CADD\PRELIM\685_BASE_PRELIM.DWG

Received by Village of Arlington Heights: 9-11-23

Parking Management Plan

Parking Management and Operation Plan:
Lincoln Properties, a nationally recognized professional property management company, will be providing leasing and ongoing management of the rental building including the parking areas of the building. The operations staff will include a Regional Property Manager, an on-site Property Manager, a Marketing Manager, and several Leasing Professionals during the initial lease-up of the project. Included in the personnel plan will include on-site Maintenance Technicians and daily Cleaning Professionals during the day as needed. After the initial leasing period, the building will be staffed by an on-site property manager who will live in one of the building's apartments and use that unit's allotted parking space. A Maintenance Technician will also be present on a daily basis.

The parking spaces in the garage will be leased to residents and the lease will run concurrently with their apartment lease term. All spaces internal to the building are reserved for tenant use only.

Parking will be assigned by the management company on a first-come, first-served basis. Management will charge a monthly fee, collected as an additional payment under the lease. All studios and one bedrooms units will be reserved one parking space per unit. All two bedrooms will be reserved a tandem parking space. . Only Twenty-two of the twenty-three tandem spaces will be reserved for the twenty-two two-bedroom units. The remaining tandem space will be reserved for use by one of the one-bedroom units who may request two-spaces.

The first of the excess parking spaces(up to 5 spaces) will be available on a first come basis for one bedroom units only. The additional excess parking spaces will be reserved for guest parking, or other temporary parking needs. If any units elect not to lease a parking space, these spaces would be available to other residents of one or two bedroom units.. Parking will be assigned by the management company on a first-come, first-served basis. Parking will be limited to two spaces per one or two bedroom unit, and no additional spaces may be rented in excess of this number. A minimum of three unleased spaces will be held in reserve for changes in residents' leasing so a unit without a leased space can provide a space for a new tenant if requested.

All vehicles must be registered at the Management office. Any vehicle(s) not registered, considered abandoned, or violating the Lease, in the sole judgment of Management, will be towed at the vehicle owner's expense after a 24-hour notice is placed on the vehicle. Notwithstanding this, any vehicle illegally parked in a fire lane, designated no parking space or handicapped space, or blocking an entrance, exit, driveway, dumpster, or parked illegally in a designated parking space, will immediately be towed, without notice, at the vehicle owner's expense.

Management, our traffic and parking engineer, and the owner do not anticipate more than one space per bedroom will be necessary for this development. Please see the owner's traffic engineering report on parking utilization.
The current parking plan shows a revised entrance location on Eastman Ave. There will be an overhead garage door that will restrict access to those who have leased a parking stall. The parking will have a key fob system for entry to the garage. Tenants will be responsible for providing access to the garage for their guests. A guest parking permit will be required.

Lastly, the parking structure will also include a number of stalls that are for electric vehicles, with dedicated charging systems. Parking assignments for these spaces will be limited to those who have certified EV electric vehicles. The garage will also have the capacity to create additional charging stations.

The exterior parking spaces located on Highland will be utilized by patrons of the restaurant, and after the closing of the restaurant, overnight guest parking.

2 BEDROOM - 22 UNITS
2 SPACES / UNIT

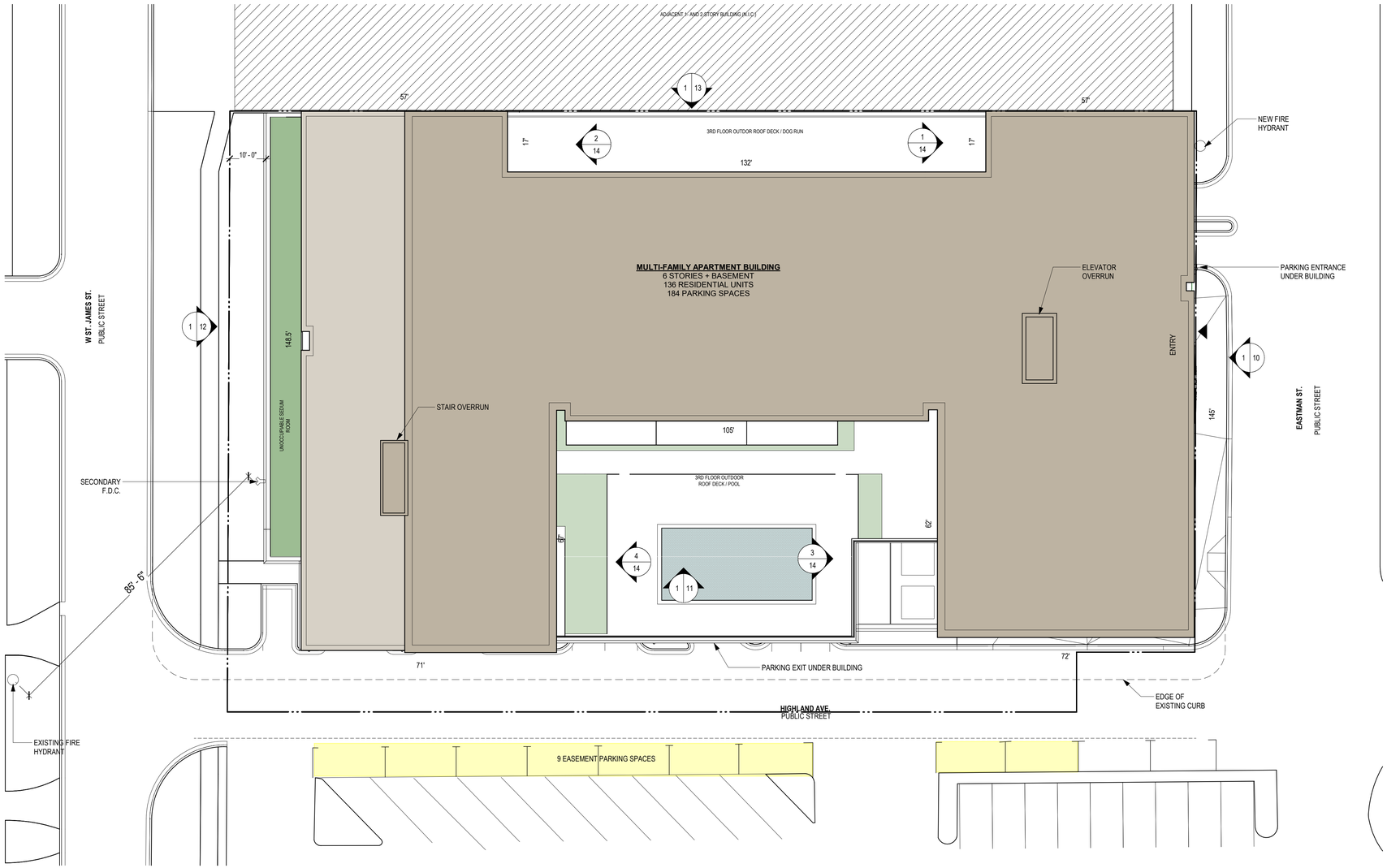
1 BEDROOM - 67 UNITS
1 SPACE / UNIT

STUDIO - 47 UNITS
1 SPACE / UNIT

ACCESSIBLE SPACES
AVAILABLE FOR LEASE

COMMERCIAL PARKING
SPACES/ OVERNIGHT
GUEST PARKING

GUEST PARKING



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

ZONING SUMMARY

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

DEVELOPMENT SUMMARY

BUILDING AREA

	GROSS	NET (RESIDENTIAL)	PARKING
TOTAL:			
LEVEL LL	39,669	--	34,238
LEVEL 01:	32,048	--	24,541
LEVEL 02:	26,521	14,192	
LEVEL 03:	26,521	19,558	
LEVEL 04:	26,521	19,558	
LEVEL 05:	26,521	19,558	
LEVEL 06:	22,243	17,195	
TOTAL:	**196,044**	**90,061**	**58,779**

PARKING

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

(1.23 SPACES/UNIT)

BIKE PARKING

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

UNIT MATRIX

	STUDIO	1-BED	2-BED	TOTALS
LEVEL 2	11	8	3	22
LEVEL 3	10	15	5	30
LEVEL 4	10	15	5	30
LEVEL 5	10	15	5	30
LEVEL 6	6	14	4	24
TOTALS	47	67	22	136

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

N

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

PROJECT

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/01/2023 Project #: 22008

2 BEDROOM - 22 UNITS
2 SPACES / UNIT

1 BEDROOM - 67 UNITS
1 SPACE / UNIT

STUDIO - 47 UNITS
1 SPACE / UNIT

ACCESSIBLE SPACES
AVAILABLE FOR LEASE

COMMERCIAL PARKING
SPACES/ OVERNIGHT
GUEST PARKING

GUEST PARKING

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

OKW Architects

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

N

SCALE1" = 10'
0 2.5' 5' 10' 20'

PROJECT

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/22/2023 Project #: 22008

03

2 BEDROOM - 22 UNITS
2 SPACES / UNIT

1 BEDROOM - 67 UNITS
1 SPACE / UNIT

STUDIO - 47 UNITS
1 SPACE / UNIT

ACCESSIBLE SPACES
AVAILABLE FOR LEASE

COMMERCIAL PARKING
SPACES/ OVERNIGHT
GUEST PARKING

GUEST PARKING

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

OKW Architects

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

N

PROJECT

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

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/01/2023 Project #: 22008

NOTES
PG-ENLIGHTEN IS NEITHER LICENSED NOR INSURED TO DETERMINE CODE COMPLIANCE. CODE COMPLIANCE REVIEW BY OTHERS.
FIXTURE TYPES AND QUANTITIES BASED ON PROVIDED LAYOUT AND DRAWINGS ARE FOR REFERENCE ONLY. TYPES AND QUANTITIES MAY CHANGE WITH FUTURE REVISIONS.
FIXTURE TYPES AND QUANTITIES MAY CHANGE BASED ON UNKNOWN OBSTRUCTIONS OR FIELD CONDITIONS. THESE CHANGES MAY RESULT IN AN INCREASED QUANTITY OF FIXTURES.
RENDER IMAGES ARE NOT TO SCALE AND PROVIDED SOLELY TO ILLUSTRATE CONTRAST

Luminaire Schedule

Symbol	Qty	Tag	Manufacturer	Label	Arrangement	Total Lamp Lumens	LLF	Description
	18	F01	LEDRA BRANDS	NU4-RD-SW-20LM-30K-80-HET60-WH-WH	Single	N.A.	0.900	NU4-RD-SW-20LM-30K-80-HET60-WH-WH
	18	F02	Insight Lighting	SSM_MO_40k_55	Single	N.A.	0.450	SSM_MO_40k_55°_WM_UNV_DIM
	41	F03	Focal Point, LLC	FSM4LWLS-AS-275LF-35K-1C-UNV-	Single	N.A.	0.900	FSM4LWLS-AS-275LF-35K-1C-UNV-XXX-XX-XX-WH-4FT
	5	F04	BEACON - HOL - CURRENT	RFL3-90L-50-4K7-M-UNV-K-FINISH	Single	N.A.	0.900	RFL3-90L-50-4K7-M-UNV-K-FINISH
	3	F05	BEACON - HOL - CURRENT	TRP2-D-50-4K7-FT	Single	N.A.	0.900	TRP2-D-50-4K7-FT

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Asphalt_Planar	Illuminance	Fc	2.56	21.1	0.0	N.A.	N.A.
Pedestrian Ramp	Illuminance	Fc	N.A.	N.A.	N.A.	N.A.	N.A.
RESIDENTIAL PROP LINE	Illuminance	Fc	0.09	0.1	0.0	N.A.	N.A.

LIGHTING SCHEDULE AND SUMMARY: NTS

SITE ILLUMINATION CALC - 1/16" = 1'-0"

PROJECT NAME:
ARLINGTON HEIGHTS MULTI-FAMILY

CLIENT NAME:
OKW Architects

REVISIONS

1	08/01/23	REV1	
2	08/29/23	REV2	
3			

PG CONTACT:
BRADY SCHENKEL
brady.schenkel@pg-enlighten.com
260.519.0867

DRAWN BY:
ERIC SISCO
eric.sisco@pg-enlighten.com
913.488.3072

PG ENLIGHTEN
500 QUAIL RIDGE DRIVE
WESTMONT, IL 60559
WWW.PG-ENLIGHTEN.COM

LIGHT FIXTURE SCHEDULE

REFER TO PRODUCT SPECIFICATION SHEETS FOR ADDITIONAL INFORMATION - SPECIFIER TO CONFIRM PRODUCT NUMBERS

TYPE	DESCRIPTION	MANUFACTURER	PRODUCT NUMBER	WATTS	DIMMING TYPE	NOTES	CONTACT PERSON
F01	*4" Recessed Round*	*Alphabet* *EcoNU 4" RD*	*NU4-RD-SW-20LM-4K-80-HET60-WH-WH-IC -UNV-DIM10* https://alphabetlighting.com/home/product/nu4rd/	*16*	*0-10V*		*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F02	*Sconce*	*Insight Lighting* *Scope Medium Sconce*	*SSM-DN-LO-NA-NA-4k-55°-WM-UNV-DIM- TBL* https://insightlighting.com/products/scope-medium-sconce-wl/	*10*	*0-10V*	*FINSISH - Per Arch*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F03	*4" Wet surface Asymetric Linear*	*Focal Point* *Seem 4*	*FSM4LWLS-AS-275LF-4K-1C-UNV-LD1-SM-WH- LENGTH* https://www.focalpointlights.com/products/surface-mount-suspended-linear/seem-4-led-direct-suspend	*2.4 / FT*	*0-10V*	*LENGTH - Per drawings*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F04	*Area Flood*	*BEACON - HOL - CURRENT* *RFL3 Ratio Floodlight*	*RFL3-90L-50-4K7-M-UNV-K- BLT* https://www.currentlighting.com/outdoor-lighting/rfl2-ratio-floodlight/3236081	*50*	*0-10V*	*FINSISH - Per Arch*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F05	*Wall Area Flood*	*BEACON - HOL - CURRENT* *TRP2 GeoPak*	*TRP2-D-50-4K7-FT-UNV- BL* https://www.currentlighting.com/outdoor-lighting/trp2-geopak/2518916#documents	*50*	*0-10V*	*FINSISH - Per Arch*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*

GENERAL NOTES

CONTRACTOR TO VERIFY QUANTITIES & LENGTH AND VERIFY FIELD AND SPECIFIED INFORMATION AS REQUIRED
SCHEDULE IS PROVIDED FOR REFERENCE ONLY – SEE ISSUED CONTRACT DRAWING SET FOR FINAL INFORMATION
ALL MOUNTING LOCATIONS AND CONDITIONS PER ARCHITECTURAL SET
CATALOG NUMBERS IN RED TO BE CONFIRMED BY PURCHASER AND MAY ALTER PRICING OR LEAD TIMES
INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE FROM MANUFACTURERS

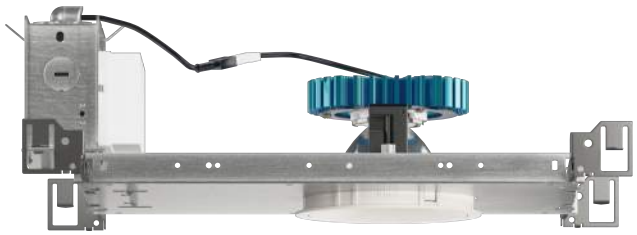
847-228-1199
INFO@PG-ENLIGHTEN.COM

alphabet

NU4

4" Round Downlight Standard White

NSF · AT airtight · DF dead-front · PR plenum rated · wet rated



Trim

Trimless

Trimless Millwork

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

30° - 70° BEAM
(Note: Specifications are subject to change without notice)

14mm COB PERFORMANCE DATA

LED LIGHT ENGINE	NOMINAL DELIVERED LUMENS	SYSTEM WATTAGE
10LM	800LM @30K/80CRI	9W
15LM	1200LM @30K/80CRI	14W
20LM	1600LM @30K/80CRI	16W
25LM	2000LM @30K/80CRI	20W
30LM	2400LM @30K/80CRI	24W
35LM	2620LM @30K/80CRI	28W
40LM	3000LM @30K/80CRI	32W
10LM	670LM @30K/90/CRI	9W
15LM	1010LM @30K/90/CRI	14W
20LM	1350LM @30K/90/CRI	16W
25LM	1700LM @30K/90/CRI	20W
30LM	2020LM @30K/90/CRI	24W
35LM	2210LM @30K/90/CRI	28W
40LM	2500LM @30K/90/CRI	32W
Notes	Delivered lumens based on WH70 optic with no lens, (see page 2)	

10° BEAM
(Note: Specifications are subject to change without notice)

9mm COB PERFORMANCE DATA

LED LIGHT ENGINE	NOMINAL DELIVERED LUMENS	SYSTEM WATTAGE
10LM	740LM @30K/80CRI	9W
15LM	1145LM @30K/80CRI	14W
20LM	1525LM @30K/80CRI	16W
25LM	1900LM @30K/80CRI	20W
30LM	2285LM @30K/80CRI	24W
10LM	620LM @30K/90/CRI	9W
15LM	960LM @30K/90/CRI	14W
20LM	1280LM @30K/90/CRI	16W
25LM	1605LM @30K/90/CRI	20W
30LM	1900LM @30K/90/CRI	24W
Notes	Delivered lumens based on S10 optic with no lens, (see page 2)	

eldoLED · LUTRON · CASAMBI · nLIGHT

FEATURES
- Thermally optimized for LED longevity
- 3/4" bezel regress with 1/16" micro flange
- 10° - 70° optical beam control
- UGR < 15
- Multiple mounting, glare control options, trims, and finishes available

DIMMING AND CONTROLS
- eldoLED flicker free 0-10V dimming to 0% and 1%
- eldoLED flicker free DALI dimming to 0% and 1%
- DMX dim to zero
- Lutron Hi-lumen 2-Wire (Triac and Eco System) dimming
- Leading & trailing edge (Triac/ELV) dimming to 1%
- Casambi bluetooth dimming to 0.1%
- NLight control interface dimming to 0%

CONSTRUCTION
- Lexan™ (PC) highly resistant to impact and heat (240°F)
- Optimal material for wireless BLE signal connectivity
- Shatter proof acrylic bezel lens
- Electrocoated 16-gauge cold-rolled steel construction
- Accommodates ceiling thickness from 1/8" to 1-5/8"

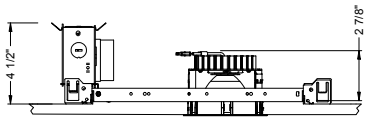
LED
- 90 CRI: SDCM = 2-step MacAdam Ellipse, Lumen Maintenance: L_{70} > 66,000 hrs
- 80 CRI: SDCM = 2-step MacAdam Ellipse, Lumen Maintenance: L_{70} > 66,000 hrs

LISTING
- ULus Listed to UL1598 & UL2108; cUL Listed to CSA C22.2 #250.0
- IP65 with lens - Suitable for wet locations with lens - Suitable for damp locations without lens
- Non-conductive, dead-front construction (shower approved)
- Made in the USA - meets the requirements of the Buy American provision within the ARRA
- NSF/ANSI-2 with lens (Non-Food and Splash Zones)
- 5 Year Limited warranty

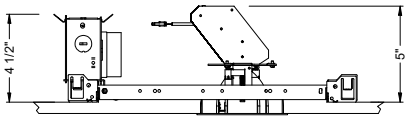
ELECTRICAL
- 120V-277V, 120 only Triac / ELV
- Power factory ≥ 0.9
- 2kV driver input surge protection
- Remote and Integral (ITS) emergency test switch
- 7W, 10W (T20 CEC) and 12W EM 90min battery
- Max. ambient installation temperature 95°F (35°C)

FIXTURE HEIGHT

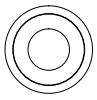
10LM-30LM LOW LUMENS



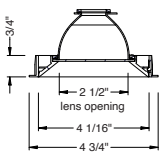
40LM HIGH LUMENS



TRIMMED

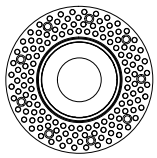


ceiling cutout
4-3/8" diameter
ceiling thickness
1/8" to 1-5/8"

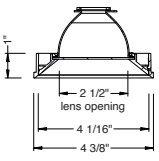


aperture dimensions

TRIMLESS

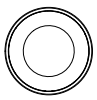


ceiling cutout
4-1/2" diameter
ceiling thickness
3/8" to 1-3/4"



aperture dimensions

MILLWORK



ceiling cutout
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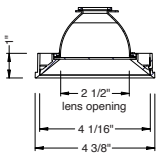
ceiling thickness
1/2" to 1-3/4"



aperture dimensions

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In a continuing effort to offer the best product possible we reserve the right to change, without notice, specifications or materials that in our opinion will not alter the function of the product.

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

30°- 70° BEAM ORDERING CODE

SERIES	**NU4**	NU4
TYPE	**RD**	round downlight
	RDT	round downlight trimless
	RDTMW	round downlight trimless millwork
LED	**SW**	standard white
DELIVERED LUMENS	**10LM**	800 lm
	15LM	1200 lm
	20LM	1600 lm
	25LM	2000 lm
	30LM	2400 lm
	35LM	2800 lm
	40LM	3000 lm
	Standard Configuration: 3000K 80CRI WH70 **Calculated Delivered Lumens** = [Delivered Lumen Value] x [CCT Multiplier] x [Reflector Multiplier]	
CCT	**27K**	2700K
	30K	3000K
	35K	3500K
	40K	4000K

CCT	2700K		3000K		3500K		4000K	
CRI	80+	90+	80+	90+	80+	90+	80+	90+
CCT MULTIPLIER FOR LUMEN OUTPUT	0.96	0.81	1.00	0.85	1.03	0.88	1.06	0.91

CRI	**80**	80 CRI	
	90	90 CRI	
OPTIC & LM MULTIPLIER SEE PAGE 4	**HE40**	40° high efficiency diffused lens	(0.96)
	HE60	60° high efficiency diffused lens	(0.96)
	HE70	70° high efficiency diffused lens	(0.92)
	HET30	30° high efficiency textured lens, similar to Solite™	(0.97)
	HET40	40° high efficiency textured lens, similar to Solite™	(0.87)
	HET60	60° high efficiency textured lens, similar to Solite™	(0.92)
	HET70	70° high efficiency textured lens, similar to Solite™	(0.97)
	SS30	30° semi-specular with clear lens	(0.90)
	SS40	40° semi-specular with clear lens	(0.82)
	SS60	60° semi-specular with clear lens	(0.94)
	D40	40° diffused with clear lens	(0.86)
	D50	50° diffused with clear lens	(0.90)
	D60	60° diffused with clear lens	(0.90)
	WH70	70° brilliant white with clear lens	(1.00)
	10° narrow beam angle, see page 3 for details.		
ACCESSORY SEE PAGE 4	**HCL**[1]	honeycomb louver	
	Attached to bezel		
BEZEL LENS SEE PAGE 4	**NL**[2,3]	no lens	(1.00)
TRIM COLOR SEE PAGE 4	**BK**	black	
	WH	white	
	MC	matte chrome	
	BZ	bronze	
	WT	wheat	
	Not applicable to trimless option. Do not include in trimless ordering code.		
BEZEL COLOR SEE PAGE 4	**BK**	black	(0.98)
	WH	white	(1.00)
	MC	matte chrome	(0.99)
	BZ	bronze	(0.98)
	WT	wheat	(0.99)

30°- 70° BEAM ORDERING CODE

MOUNTING OPTIONS SEE PAGE 7, 8	**NC**	new construction with ceiling fitting plate
	IC[4]	insulation contact housing
	ICAT[4]	insulation contact/airtight housing
	CP[4]	chicago plenum housing
	RET	retrofit, no ceiling fitting plate
VOLTAGE	**120**	120V
	UNV	120V-277V
DIMMING	**DIM10**	eldoLED flicker free 0-10V dimming to 1%
	DIM10Z	eldoLED flicker free 0-10V dimming to 0%
	DALI	eldoLED flicker free DALI dimming to 1%
	DALIZ	eldoLED flicker free DALI dimming to 0%
	DMXZ	DMX dim to zero
	LTE[5]	Lutron Hi-lume 2-Wire (Triac) dimming to 1%
	LUT	Lutron Hi-lume Ecosystem dimming to 1%, Soft-on & Fade-to-Black
	LUTP[6]	Lutron Hi-lume Premier Ecosystem dimming to 0.1%, Soft-on & Fade-to-Black
	ELV1[5]	leading & trailing edge (Triac/ELV) dimming to 1%
	NLT	nLight control interface: standard Cat-5/RJ45 connection (female), dimming to 0%
	CAS	Casambi Bluetooth control with flicker free 0.1% dimming
ELECTRICAL OPTIONS	**EM7**[7]	emergency battery backup, 90 minutes at 7W to LED
	EM12[7,8]	emergency battery backup, 90 minutes at 12W to LED
	EM10CA20[7]	remote emergency battery backup, 90 minutes at 10W to LED, CA title 20

ADDITIONAL MOUNTING INFO

New Construction Bar Hangers (included)	Mounting Length: 14-3/4" to 26"
Extension Kit p/n: K20266 (ordered separately, 1 per fixture)	*Extends a pair of Bar Hangers* Total Mounting Length: 29" to 48"

YOUR COMPLETED ORDERING CODE

Follow the steps to specify your fixture, example:

NU4 - RD - SW - 20LM - 35K - 90 - D40 - NL - WH - WH - NC - UNV - DIM10 - EM7

NOTES

1. HCL not available with lens. Multiplier: Delivered Lumens (0.78) / Beam Spread (0.80).
2. NL option does not meet requirement for AT/DF/WET/NSF listings.
3. NL option available for SS30/SS40/SS60/D40/D50/D60/WH70.
4. IC/ICAT/CP not available in 35LM/40LM.
5. ELV1/LTE (120V) not available 10LM.
6. LUTP not available in 25LM/30LM/40LM.
7. For integrated test switch add "ITS" after emergency backup code, i.e. EM12ITS. Test switch is mounted in the bezel of the fixture.
8. EM12 not available in 10LM.

*EldoLED uses logarithmic dimming curve as standard. For linear dimming curve, add "LIN" after dimming code, i.e. DIM10LIN.

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PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

10° BEAM ORDERING CODE

SERIES	**NU4**	NU4
TYPE	**RD**	round downlight
	RDT	round downlight trimless
	RDTMW	round downlight trimless millwork
LED	**SW**	standard white
DELIVERED LUMENS	**10LM**	740 lm
	15LM	1145 lm
	20LM	1525 lm
	25LM	1900 lm
	30LM	2285 lm
	Standard Configuration: 3000K 80CRI S10 **Calculated Delivered Lumens** = [Delivered Lumen Value] x [CCT Multiplier] x [Reflector Multiplier]	
CCT	**27K**	2700K
	30K	3000K
	35K	3500K
	40K	4000K

CCT	2700K		3000K		3500K		4000K	
CRI	80+	90+	80+	90+	80+	90+	80+	90+
CCT MULTIPLIER FOR LUMEN OUTPUT	0.96	0.81	1.00	0.85	1.03	0.88	1.06	0.91

CRI	**80**	80 CRI
	90	90 CRI
OPTIC & LM MULTIPLIER SEE PAGE 4	**S10**	10° specular with clear lens (1.00)
ACCESSORY SEE PAGE 4	**HCL**[1]	honeycomb louver
	Attached to bezel	
BEZEL LENS SEE PAGE 4	**NL**[2]	no lens (1.00)
TRIM COLOR SEE PAGE 4	**BK**	black
	WH	white
	MC	matte chrome
	BZ	bronze
	WT	wheat
	Not applicable to trimless option. Do not include in trimless ordering code.	
BEZEL COLOR SEE PAGE 4	**BK**	black (0.98)
	WH	white (1.00)
	MC	matte chrome (0.99)
	BZ	bronze (0.98)
	WT	wheat (0.99)

10° BEAM ORDERING CODE

MOUNTING OPTIONS SEE PAGE 7, 8	**NC**	new construction with ceiling fitting plate
	IC[3]	insulation contact housing
	ICAT[3]	insulation contact/airtight housing
	CP[3]	chicago plenum housing
	RET	retrofit, no ceiling fitting plate
VOLTAGE	**120**	120V
	UNV	120V-277V
DIMMING	**DIM10**	eldoLED flicker free 0-10V dimming to 1%
	DIM10Z	eldoLED flicker free 0-10V dimming to 0%
	DALI	eldoLED flicker free DALI dimming to 1%
	DALIZ	eldoLED flicker free DALI dimming to 0%
	DMXZ	DMX dim to zero
	LTE[4]	Lutron Hi-lume 2-Wire (Triac) dimming to 1%
	LUT	Lutron Hi-lume Ecosystem dimming to 1%, Soft-on & Fade-to-Black
	LUTP[5]	Lutron Hi-lume Premier Ecosystem dimming to 0.1%, Soft-on & Fade-to-Black
	ELV1[4]	leading & trailing edge (Triac/ELV) dimming to 1%
	NLT	nLight control interface: standard Cat-5/RJ45 connection (female), dimming to 0%
	CAS	Casambi Bluetooth control with flicker free 1% dimming
ELECTRICAL OPTIONS	**EM7**[6]	emergency battery backup, 90 minutes at 7W to LED
	EM12[6, 7]	emergency battery backup, 90 minutes at 12W to LED
	EM10CA20[7]	emergency battery backup, 90 minutes at 10W to LED, CA title 20

ADDITIONAL MOUNTING INFO	
New Construction Bar Hangers (included)	Mounting Length: 14-3/4" to 26"
Extension Kit p/n: K20266 (ordered separately, 1 per fixture)	*Extends a pair of Bar Hangers* Total Mounting Length: 29" to 48"

YOUR COMPLETED ORDERING CODE

Follow the steps to specify your fixture, example:

NU4 - RD - SW - 20LM - 35K - 90 - S10 - NL - WH - WH - NC - UNV - DIM10 - EM7

NOTES

1. HCL not available with lens. Multiplier: Delivered Lumens (0.78) / Beam Spread (0.80).
2. NL option does not meet requirement for AT/DF/WET/NSF listings.
3. IC/ICAT/CP not available in 25LM/30LM.
4. ELV1/LTE (120V) not available 10LM.
5. LUTP not available in 25LM/30LM.
6. For integrated test switch add "ITS" after emergency backup code, i.e. EM12ITS. Test switch is mounted in the bezel of the fixture.
7. EM12 not available in 10LM.

*EldoLED uses logarithmic dimming curve as standard. For linear dimming curve, add "LIN" after dimming code, i.e. DIM10LIN.

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PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

TRIM OPTIONS

TRIM/BEZEL COLORS

WH

MC

BK

BZ

WT

OPTICAL OPTIONS

- UGR calculation based on CIE 117-1995; room size: 4H X 8H, reflectance: 70/50/20;
- UGR calculation based on 15LM fixtures, unless otherwise noted.

ACCESSORY
Honeycomb Louver

OPTIC	BEAM ANGLE	UGR
S10	10	5
SS30	24.5	5
SS40	35.7	5
SS60	47.2	5
D40	33.4	5
D50	38.2	5
D60	49	5

HE
High Efficiency Diffused Lens

OPTIC	BEAM ANGLE	UGR
HE40	45.7	21.2
HE60	59.5	21.8
HE70	75.8	23.1

CL
Clear Lens

OPTIC	BEAM ANGLE	UGR
S10	12.6	14.7
SS30	30.6	14.9
SS40	44.6	16.6
SS60	59	16.8
D40	41.8	16.2
D50	47.8	17
D60	61.2	17.7

HET
High Efficiency Textured Lens

OPTIC	BEAM ANGLE	UGR
HET30	30	14.3
HET40	36.2	15.4
HET60	55.5	19.2
HET70	69.3	24.2

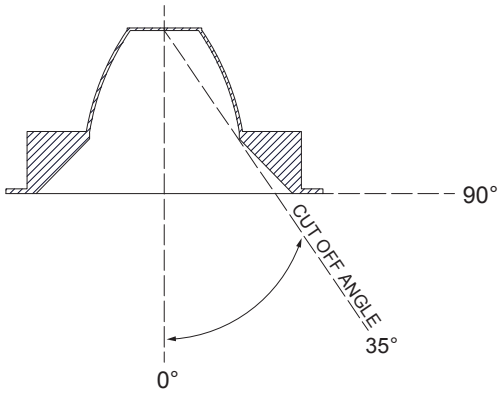
GLARE CONTROL

CUT-OFF ANGLE

Visual comfort is achieved with a lower cut-off angle due to improved glare control. The smaller the cut-off angle, the easier it is on the eye.

Alphabet downlights have been thoughtfully engineered to eliminate glare while still delivering functional illumination.

- Cutoff angle of CL is 35 degrees;



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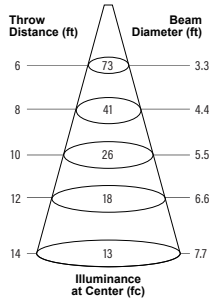
alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

PHOTOMETRIC DATA

15LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

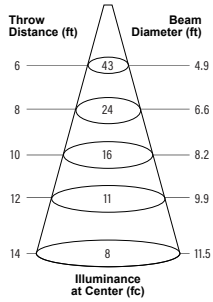
SS30
31° SEMI-SPECULAR WITH CLEAR LENS



WATTS: 12.7	LPW: 87.3
LUMENS: 1109	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	2640
5	2424
15	1349
25	676
35	222
45	32

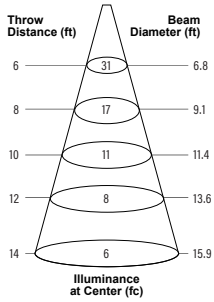
HE40
45° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 12.7	LPW: 92.2
LUMENS: 1171	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	1551
5	1496
15	1122
25	661
35	333
45	153

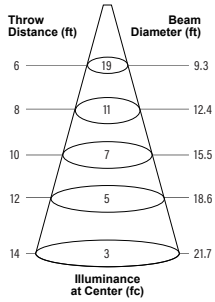
HE60
59° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 12.7	LPW: 92.5
LUMENS: 1174	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	1108
5	1089
15	946
25	689
35	401
45	185

HE70
76° HIGH EFFICIENCY DIFFUSED LENS

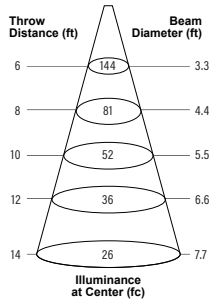


WATTS: 12.7	LPW: 89.5
LUMENS: 1137	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	682
5	675
15	621
25	516
35	381
45	249

30LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

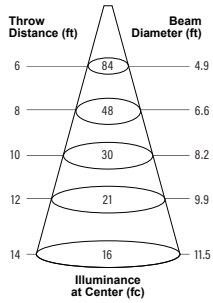
SS30
31° SEMI-SPECULAR WITH CLEAR LENS



WATTS: 26.5	LPW: 82.1
LUMENS: 2175	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	5175
5	4754
15	2646
25	1325
35	436
45	63

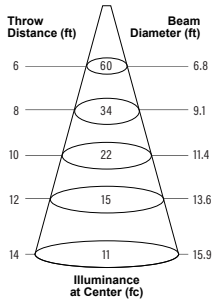
HE40
45° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 26.5	LPW: 86.6
LUMENS: 2296	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	3042
5	2934
15	2201
25	1295
35	653.3
45	299

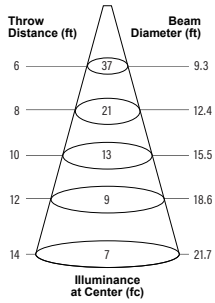
HE60
59° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 26.5	LPW: 86.9
LUMENS: 2303	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	2172
5	2136
15	1854
25	1351
35	787
45	362

HE70
76° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 26.5	LPW: 84.1
LUMENS: 2229	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	1338
5	1324
15	1218
25	1013
35	747
45	488

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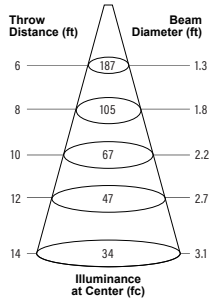
PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

PHOTOMETRIC DATA

10LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

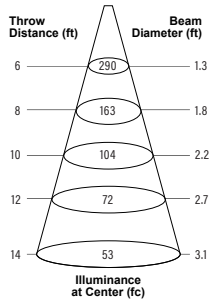
S10
12.5° SPECULAR WITH CLEAR LENS



WATTS: 8.2	LPW: 90.1
LUMENS: 739	CCT: 3000K
INTENSITY	
DEGREE	CANDELA
0	6747
5	4317
15	446
25	338
35	169
45	9

15LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

S10
12.5° SPECULAR WITH CLEAR LENS



WATTS: 12.2	LPW: 93.7
LUMENS: 1143	CCT: 3000K
INTENSITY	
DEGREE	CANDELA
0	10439
5	6680
15	690
25	523
35	261
45	14

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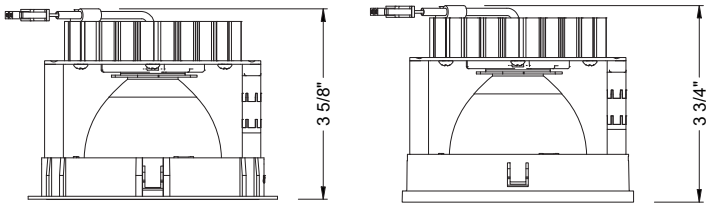
PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

MOUNTING OPTIONS

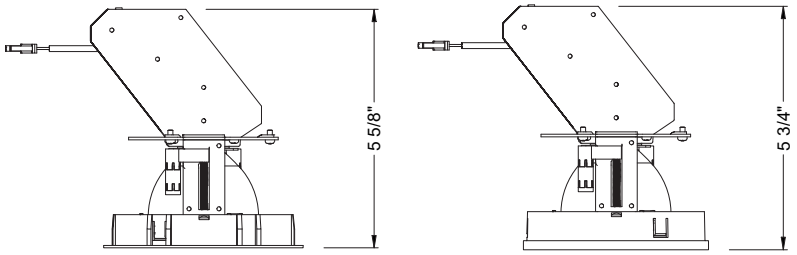
FIXTURE HEIGHT

10LM-30LM CONFIGURATION



TRIMMED | TRIMLESS & MILLWORK

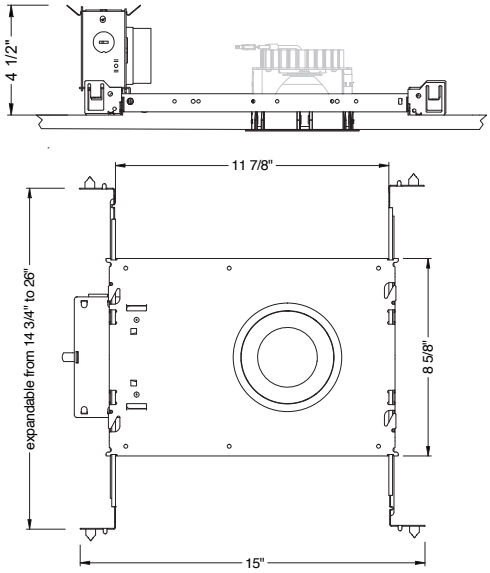
40LM CONFIGURATION



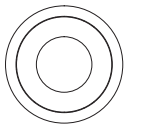
TRIMMED | TRIMLESS & MILLWORK

NC - NEW CONSTRUCTION

TRIM

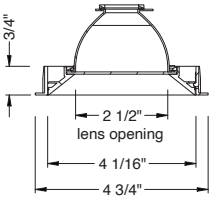


TRIM



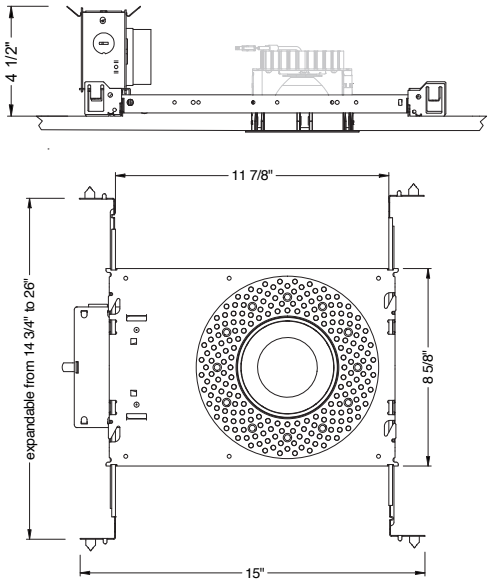
ceiling cutout
4-3/8" diameter

ceiling thickness
1/8" to 1-5/8"

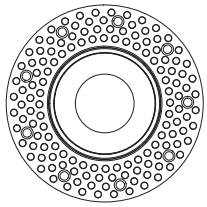


aperture dimensions

TRIMLESS

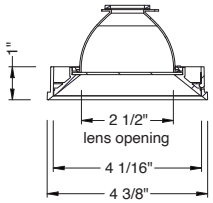


TRIMLESS



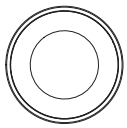
ceiling cutout
4-1/2" diameter

ceiling thickness
3/8" to 1-3/4"



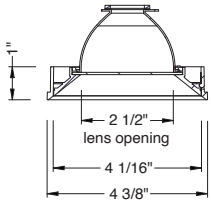
aperture dimensions

TRIMLESS/MILLWORK



ceiling cutout
4-3/8" diameter

ceiling thickness
1/2" to 1-3/4"



aperture dimensions

100014

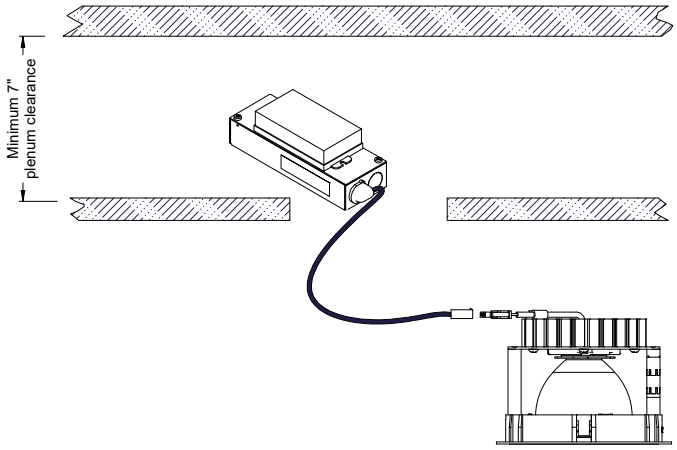
In a continuing effort to offer the best product possible we reserve the right to change, without notice, specifications or materials that in our opinion will not alter the function of the product.

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

MOUNTING OPTIONS (CONTINUED)

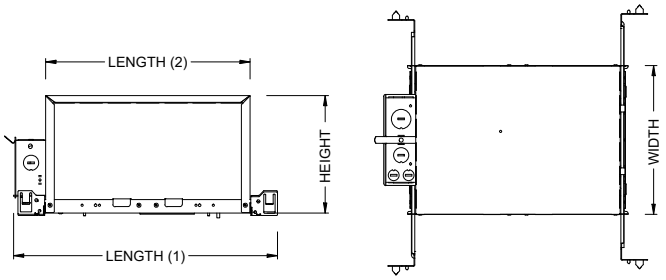
RET - RETRO
TRIM/TRIMLESS



RATINGS / CERTIFICATIONS	NC	RET	IC	CP
TYPE NON-IC	✔	✔		
TYPE IC			✔	✔
CHICAGO PLENUM (CCEA)				✔
SUITABLE FOR AIR HANDLING PLENUMS	✔	✔	✔	✔
REDUCED AIRFLOW (WITH LENS) ASTM E283	✔	✔	✔	✔

CEILING THICKNESS	
FIXTURE TYPE	MOUNTING TYPE
	NC, IC, ICAT, CP, RET
	STANDARD CEILING THICKNESS
TRIM	1/8" to 1-5/8"
TRIMLESS	3/8" to 1-3/4"
MILLWORK (TRIMLESS)	1/2" to 1-3/4"

IC - INSULATION CONTACT HOUSING
ICAT - INSULATION CONTACT / AIR TIGHT
CP - CHICAGO PLENUM



BOX SIZE	L 1	L 2	W	H
A	15 - 7/16"	11 - 3/4"	8 - 1/2"	6 - 3/4"
B	18 - 1/4"	14 - 7/8"	12 - 1/8"	11 - 1/4"

BOX TYPE / LUMEN OUTPUT - NARROW BEAM (10°)					
LUMEN OUTPUT	BOX - A		BOX - B		
	IC	CP	IC	ICAT	CP
10LM	✔	✔			
15LM	✔	✔			
20LM			✔	✔	✔
25LM					
30LM					

BOX TYPE / LUMEN OUTPUT - STANDARD BEAMS (30° - 70°)					
LUMEN OUTPUT	BOX - A		BOX - B		
	IC	CP	IC	ICAT	CP
10LM	✔	✔			
15LM	✔	✔			
20LM	✔	✔			
25LM	✔	✔			
30LM			✔	✔	✔
35LM					
40LM					

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alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

BATTERY OPTIONS

EMERGENCY BATTERY

IOTA's ILB Battery Backups are UL Listed LED emergency drivers that allow the same LED fixture to be used for both normal and emergency operation. In the event of a power failure, the ILB switches to the emergency mode and operates the existing fixture for 90 minutes. The unit contains a battery, charger, and converter circuit in a single can. The Constant Power design of the ILB maintains the output wattage to the LED array even as the system voltage diminishes. UL 924 Listed for U.S. and Canada. UL 1310 Certified, Output Class 2 Compliant. Includes single-piece TBTS test switch and charge indicator accessory kit. For use with switched and unswitched fixtures, and includes Two-wire universal AC input. Meets or exceeds all National Electric Code and Life Safety Code Emergency Lighting Requirements. Rated for use in Plenum, Damp Location, Recessed Type IC, and Enclosed and Gasketed Luminares.

REMOTE TEST SWITCH

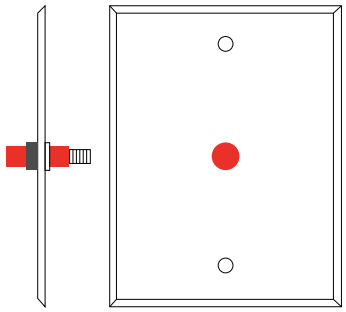
The Remote Test Switch may be mounted adjacent to the LED Fixture by others.

EMERGENCY BATTERY ACCESS

Above ceiling access is required for service. An access panel in the ceiling (or other form of access) adjacent to the installation location of the Emergency Battery is required.

REMOTE LOCATION

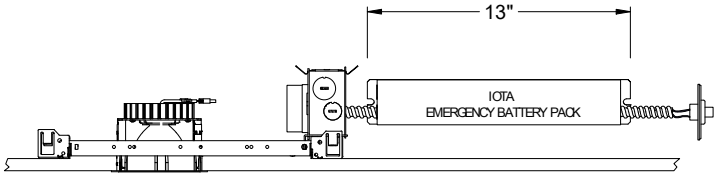
Maximum remote mounting distance of the emergency driver shall be 50 feet. Remote location wiring provided by others. Follow all Local and National Electric/ Building Codes.



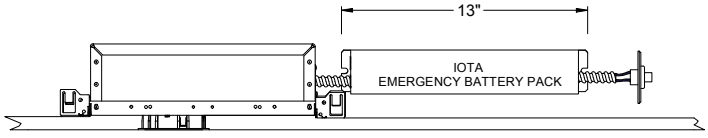
Remote Test Switch

EM MODE OUTPUT (DELIVERED LUMENS)			
LUMEN ORDERING CODE	EM7	EM10	EM12
ALL OPTIONS (10LM TO 30LM)	560LM	1000LM	1200LM
Notes: Based on 30K, 80CRI			

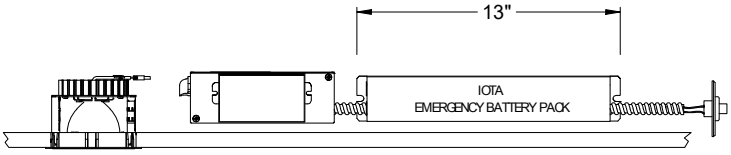
NC - NEW CONSTRUCTION
WITH EM BATTERY (REMOTE TEST SWITCH)



IC / ICAT / CP - INSULATION CONTACT HOUSING
WITH EM BATTERY (REMOTE TEST SWITCH)

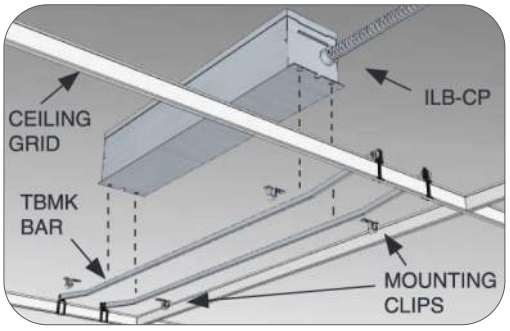


RET - RETROFIT
WITH EM BATTERY (REMOTE TEST SWITCH)



Accessory

76066 Optional T-Grid Mounting Kit[2]



2. Can be used with any of the Emergency Battery Backups. Must be ordered as a separate line item.

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insight lighting

SCOPE MEDIUM SCONCE

CYLINDER UP OR DOWN, UP AND DOWN | WHITE LIGHT

PROJECT:	TYPE:	CATALOG #: SSM - - - - - - - WM - - - -

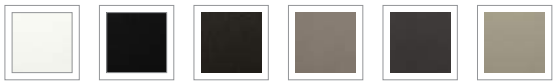
PROFILE

WATTAGE	LO (10.0W), MO (20.0W)
OPTICS	20°, 30°, 55°, ASYMMETRIC
CCT	2700K, 3000K, 3500K, 4000K (82 CRI)
CRI	82+ CRI
PERFORMANCE	UP TO 12457 PEAK CANDELA (20.0W)
VOLTAGE	120V OR 277V
POWER	INTEGRATED POWER SUPPLY
DIMMING	0-10V (DIMS DOWN TO 1%), DMX DIMMING
DIMENSIONS	10.00" X 3.00", 16.00" X 3.00"
HOUSING	EXTRUDED ALUMINUM HOUSING
LENS	TEMPERED GLASS
FINISH	HIGH DURABILITY POWDER COATING
WARRANTY	5-YEAR LIMITED
OPERATING TEMP	-30° C TO 50° C
LUMEN MAINTENANCE	84,000 HOURS
CERTIFICATION	ETL/cETL WET LOCATION, IP66, 3G
	MEETS ADA REQUIREMENTS

FIXTURES SHOWN:

SSM-UD-MO-40K-30-UNV-DIM-WM-TBL

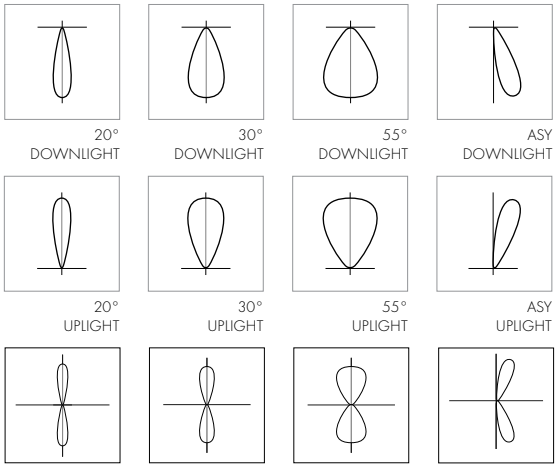
STANDARD FINISHES



TEXTURED WHITE | TEXTURED BLACK | TEXTURED BRONZE | TEXTURED L. BRONZE | TEXTURED GRAY | TEXTURED S. STONE

OPTICS

NOT ALL AVAILABLE OPTICS SHOWN

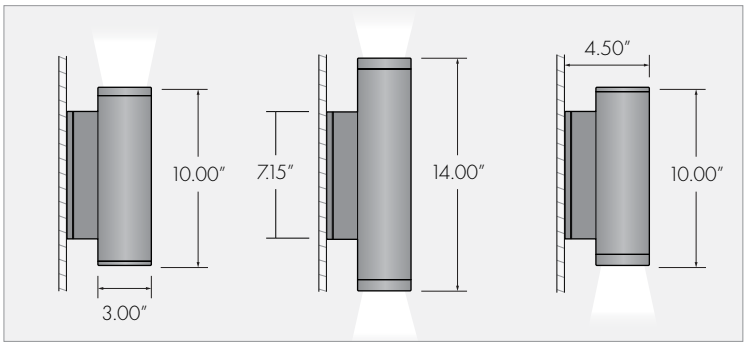


20° DOWNLIGHT | 30° DOWNLIGHT | 55° DOWNLIGHT | ASY DOWNLIGHT

20° UPLIGHT | 30° UPLIGHT | 55° UPLIGHT | ASY UPLIGHT

20°/ 20° UPLIGHT/ DOWNLIGHT | 30°/ 30° UPLIGHT/ DOWNLIGHT | 55°/ 55° UPLIGHT/ DOWNLIGHT | ASY/ ASY UPLIGHT/ DOWNLIGHT

PROFILE



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SCOPE MEDIUM SCONCE

CYLINDER UP OR DOWN, UP AND DOWN | WHITE LIGHT

PROJECT: TYPE: CATALOG #: SSM - - - - - - - WM - - - -

SPECIFICATION

SSM							WM				
1	2	3	4	5	6	7	8	9	10	11	12

1 FIXTURE

SCOPE MEDIUM SCONCE	SSM

2 LIGHT DIRECTION

UPLIGHT	UP
DOWNLIGHT	DN
UPLIGHT AND DOWNLIGHT	UD

3 WATTAGE

LOW OUPUT	LO
10 W IN EITHER DIRECTION	
MEDIUM OUTPUT	MO
20 W IN EITHER DIRECTION	

4 CCT - UPLIGHT

2700K	27K
3000K	30K
3500K	35K
4000K	40K
NO SELECTION	NA

5 OPTICS - UPLIGHT

20°	20
30°	30
55°	55
ASYMMETRIC	ASY
NO SELECTION	NA

6 CCT - DOWNLIGHT

2700K	27K
3000K	30K
3500K	35K
4000K	40K
NO SELECTION	NA

7 OPTICS - DOWNLIGHT

20°	20
30°	30
55°	55
ASYMMETRIC	ASY
NO SELECTION	NA

8 MOUNTING

WALL MOUNT	WM

9 VOLTAGE

120V	120
277V	277

10 CONTROLS

NON-DIMMING	NO
0-10V DIMMING	DIM
Dims down to 1%	
DMX DIMMING	DMX
Requires DMX Distribution and Programming Kit see below	
Dimming controls to be provided by others	

11 FINISH

TEXTURED WHITE	TW
TEXTURED BLACK	TBL
TEXTURED BRONZE	TBR
TEXTURED LIGHT BRONZE	TLB
TEXTURED GRAY	TG
TEXTURED SANDSTONE	TS
CUSTOM COLOR	CC

Contact factory for custom color - additional charges will apply

12 OPTIONS

HIGH CRI, 90+	HCRI
INTEGRAL HEX LOUVER	IHL
47% Light loss	
CORROSION RESISTANT	CRF

Corrosion Resistance Finish Complies with ASTM B117 standard

CRF is recommended for coastal or extreme exterior environments

CONTROL & WIRING OPTIONS

Go To DMX Guide >

DMX DISTRIBUTION AND PROGRAMMING KIT - REQUIRED FOR DMX DIMMING

DMX/RDM DISTRIBUTION KIT (4 OUTPUTS) - IP67	CDS-RDM

DMX/RDM Distribution Kit consists of four outputs

Each output is limited to one run per output - up to 32 fixtures max. If light direction is Uplight and Downlight, up to 16 fixtures max.

Four terminators are included for end of line termination

RDM TOOL - OPTIONAL

DMX/RDM PROGRAMMING TOOL	RDM

DMX/RDM measurement and testing tool

Allows for RDM addressing and monitoring of products that have RDM capability while also being able to test all elements of DMX data signals to ensure proper system operations

Contact factory to order

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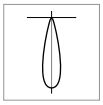
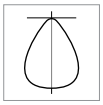
PROJECT: TYPE: CATALOG #: SSM - - - - - - - WM - - - -

PERFORMANCE

PERFORMANCE DATA

OPTIC	CCT	SINGLE DIRECTION LOW OUTPUT (10 W)			SINGLE DIRECTION MEDIUM OUTPUT (20 W)		
		DELIVERED LUMENS	LUMINARE EFFICACY	PEAK CANDELA	DELIVERED LUMENS	LUMINARE EFFICACY	PEAK CANDELA
20° 	4000K	1106 LM	99.6 LM/W	6755	2001 LM	104.3 LM/W	12457
30°	4000K	1094 LM	98.5 LM/W	3132	1936 LM	101.0 LM/W	7961
55° 	4000K	1034 LM	93.2 LM/W	1290	1871 LM	97.7 LM/W	2379

WIRING

FIXTURES PER 10 AMP CIRCUIT (FULL LOAD)

FIXTURE	SINGLE DIRECTION LO		SINGLE DIRECTION MO		UPLIGHT & DOWNLIGHT LO		UPLIGHT & DOWNLIGHT MO	
VOLTAGE	120V	277V	120V	277V	120V	277V	120V	277V
	120	277	60	138	60	138	30	69

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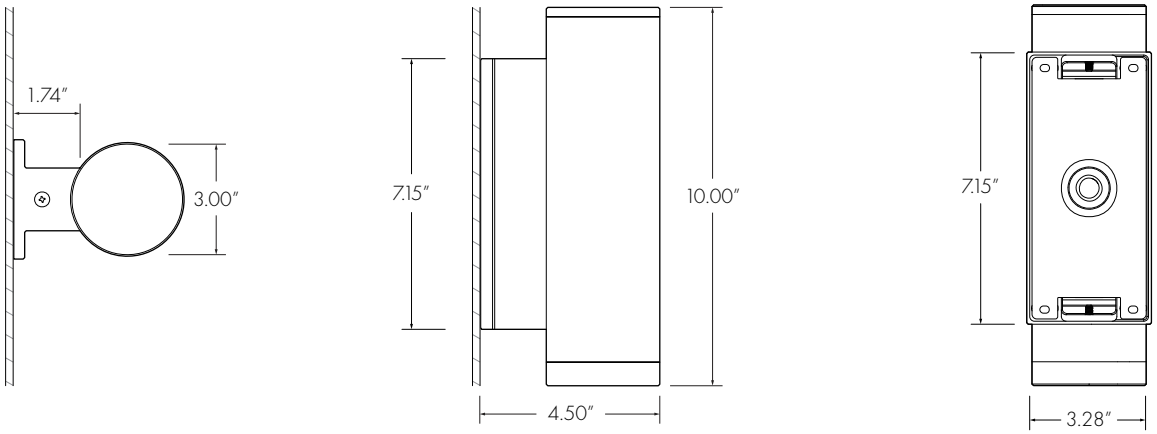
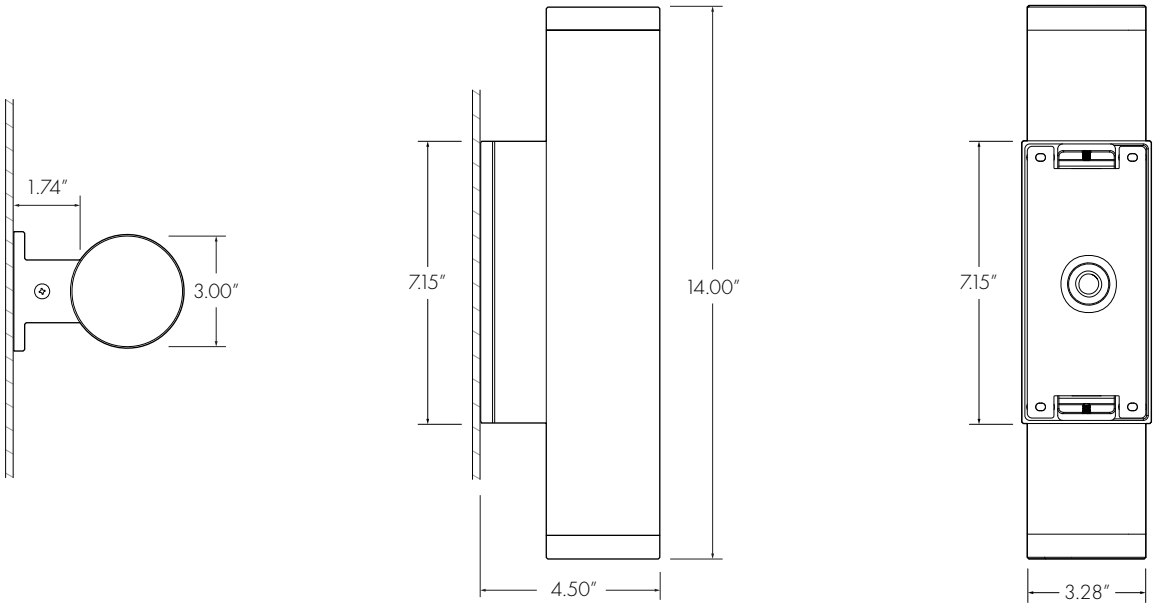
PROJECT:	TYPE:	CATALOG #: SSM - - - - - - - WM - - - -

FIXTURE DIMENSIONS

WM - WALL MOUNT (SINGLE DIRECTION)



WM - WALL MOUNT (UP AND DOWN)



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Seem® 4

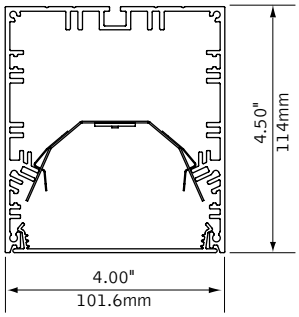
LED - SURFACE MOUNT | WET LOCATION

FOCAL POINT®

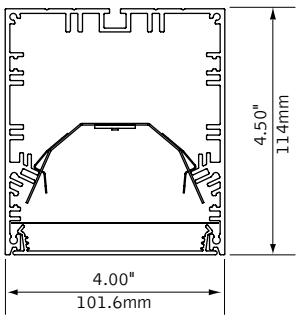
recessed
companion

DIMENSIONAL DATA

Individual Unit



Continuous Run



FEATURES

Narrow extruded aluminum 4" linear direct LED.

Individual units and continuous runs in 1' increments.

Available in flush, asymmetric, asymmetric room fill or batwing, lens.

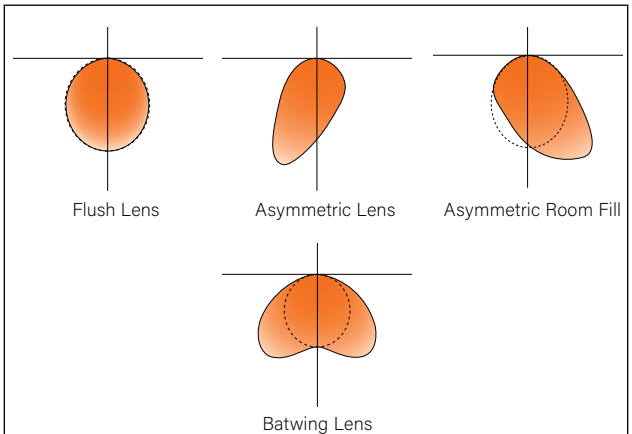
Frosted acrylic lens provides uninterrupted illumination, without pixels or shadows.

LED position and lens material optimized to provide the perfect blend of high performance and visual comfort.

Choice of output levels to meet a wide variety of application needs.

Tunable White: Supports human activity, well-being, and preferences with a light quality that evolves throughout the day.

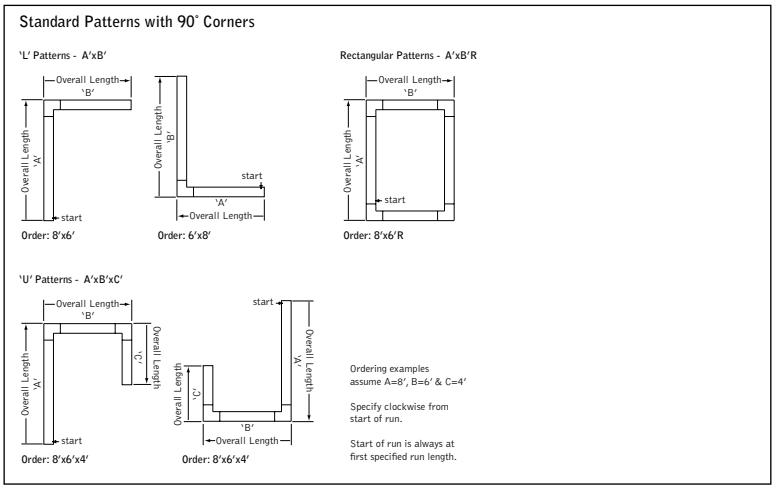
PERFORMANCE



Photometric performance is measured in accordance with IESNA LM-79.
Visit focalpointlights.com for complete photometric data.

fixture: project:

DETAILS



4' PERFORMANCE CHART

Lumen Output	Nominal Lumens	Tested System Watts	LPW BW	LPW FL	LPW AS	LPW AF
275LF	1100	9.5	110	106	114	114
375LF	1500	12.5	119	114	123	123
625LF	2500	21.4	119	113	122	122
875LF	3500	30.4	118	113	122	122
1000LF	4000	35.0	117	112	121	121
1125LF	4500	39.6	116	111	119	119
1250LF	5000	43.5	115	110	119	118

Based on 3500K, 80 CRI, 4' lengths. Lumen multiplier: 90+ CRI = 0.87. Lumen output may vary +/- 5%. Actual wattage may vary +/- 5%.

STANDARD WHITE

Luminaire Series — **FSM4LWLS**
Seem 4 LED Wet Location — FSM4LWLS

Shielding
Asymmetric Lens* — AS
Asymmetric Room Fill* — AF
Batwing Lens* — BW
Flush Satin Lens — FL
(*individual units only)

Lumen Output
275 Lumens per foot (LD1 & L11 only.) — 275LF
375 Lumens per foot (LD1 & L11 only.) — 375LF
625 Lumens per foot (3' minimum with LH1.) — 625LF
875 Lumens per foot — 875LF
1000 Lumens per foot — 1000LF
1125 Lumens per foot — 1125LF
1250 Lumens per foot — 1250LF

Color Temperature
3000K, 80+ CRI — 30K
3500K, 80+ CRI — 35K
4000K, 80+ CRI — 40K

Circuits & Zones
1 Circuit, non-emergency — 1C
Consult Ordering Guide on page 3 for multiple circuiting and zoning options — _C_Z_DL

Voltage — **UNV**
120/277 UNV Volt — UNV

Control System & Dimming Level
0-10V - 10% Dimming — LD1
0-10V - 1% Dimming — L11
Lutron Hi-Lume EcoSystem (LDE1) - 1% Dimming (3' minimum length) — LH1

Mounting — **SM**
Surface Mount — SM

Factory Options
(See page 4 for ordering details for DC, EC, EM & ECD.)
Daylight Circuit — _DC
Emergency Circuit — _EC
Emergency Battery Pack† — _EM
Emergency Control Device† — _ECD
†(4' minimum. 120/277 Volt only. EM or ECD not available at corners.)
Outdoor Rated (LD1 only. Not available with EM.) — OD

Finish — **WH**
Matte White Housing — WH

Luminaire Length
Specify luminaire/row length in 1' increments (2' minimum length.) — X'

Pattern Options (3' minimum length)
'L' pattern — A' x B'
'U' pattern — A' x B' x C'
Rectangular pattern — A' x B'R

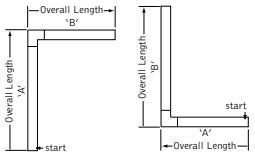
Focal Point LLC reserves the right to change specifications for product improvement without notification.

fixture: project:

DETAILS

Standard Patterns with 90° Corners

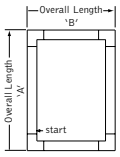
'L' Patterns - A'xB'



Order: 8'x6'

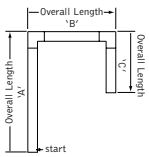
Order: 6'x8'

Rectangular Patterns - A'xB'R

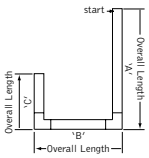


Order: 8'x6'R

'U' Patterns - A'xB'xC'



Order: 8'x6'x4'



Order: 8'x6'x4'

Ordering examples assume A=8', B=6' & C=4'

Specify clockwise from start of run.

Start of run is always at first specified run length.

TW 4' PERFORMANCE CHART

Lumen Output	Nominal Lumens	Tested System Watts	LPW BW	LPW FL
275LF	1100	13.30	87.3	83.2
375LF	1500	17.34	90.8	86.5
625LF	2500	27.84	94.0	89.5
875LF	3500	37.22	98.9	94.2
1000LF	4000	42.39	99.2	94.4
1125LF	4500	50.27	93.9	89.4

Based on 2700K, 80CRI, 4' lengths. Lumen output may vary +/- 5%. Actual wattage may vary +/- 5%.

Lumen Multipliers

CRI	Multiplier
80+	1.00
90+	0.89

Wattage Multipliers

CCT	Multiplier
2700K	1.00
3000K	0.92
3500K	0.88
4000K	0.86
5000K	0.85
5700K	0.87
6500K	0.90

TW TUNABLE WHITE

Luminaire Series		**FSM4LWLS**
Seem 4 LED Wet Location	FSM4LWLS	
Shielding		
Batwing Lens (individual units only)	BW	
Flush Satin Lens	FL	
Lumen Output		
275 Lumens per foot (3' min. with D1TW. 4' min. with LT1.)	275LF	
375 Lumens per foot (3' min. with LT1)	375LF	
625 Lumens per foot	625LF	
875 Lumens per foot	875LF	
1000 Lumens per foot	1000LF	
1125 Lumens per foot	1125LF	
Color Temperature		
Tunable White: 2700-6500K, 80+ CRI	2765T	
Tunable White: 2700-6500K, 90+ CRI	92765T	
Circuits & Zones		
1 Circuit, non-emergency	1C	
Consult Ordering Guide on page 3 for multiple circuiting and zoning options	_C_Z_DL	
Voltage		**UNV**
120/277 UNV Volt	UNV	
Control System & Dimming Level		
Lutron T-Series - 1% Dimming	LT1	
DALI - 1% Dimming (DT6 control. Requires two addresses, one for intensity & one for CCT tuning. Consult factory for DT8.)	D1TW	
Mounting		**SM**
Surface Mount	SM	
Factory Options (See page 4 for ordering details for DC, EC, EM & ECD.)		
Daylight Circuit	_DC	
Emergency Circuit	_EC	
Emergency Battery Pack†	_EM	
Emergency Control Device† †(Consult factory)	_ECD	
Finish		**WH**
Matte White Housing	WH	
Luminaire Length		
Specify luminaire/row length in 1' increments (2' minimum length.)	X'	
Pattern Options (3' minimum length)		
'L' pattern	A' x B'	
'U' pattern	A' x B' x C'	
Rectangular pattern	A' x B'R	

Focal Point LLC reserves the right to change specifications for product improvement without notification.

SPECIFICATIONS

LED System

Proprietary linear LED module incorporates premium LEDs on a robust platform to achieve excellent thermal management. LEDs are placed to promote a uniform appearance. Available in 2700K, 3000K, 3500K or 4000K with CRI>80 or CRI>90, 3 SDCM or Tunable White (2700K-6500K), CRI>80, >90. LED modules and drivers are replaceable from below.

Construction

One piece extruded aluminum housing. Die cast aluminum end caps. 2' unit weight: 10 lbs., 3' unit weight: 14 lbs., 4' unit weight: 18 lbs., 5' unit weight: 22 lbs.

Optic

Reflectors fabricated of 22 Ga. steel finished in High Reflectance White powder coat. Extruded acrylic lens .085" thick with satin finish, up to 8' continuous.

Electrical

Luminaires are pre–wired with factory installed branch circuit wiring and over-molded quick connects. Standard 120-277V constant current driver includes 0-10V analog dimming.
Dimming range 100% to 10%. Power factor > .9.

Emergency

Output - 10 watts for 90 minutes. Maximum mounting height: 19.2ft.

Labels

UL and cUL Listed. Suitable for Dry, Damp or Wet Locations, indoor use only. Specify Outdoor rated (OD) for outdoor covered ceiling applications. Outdoor rating not available with Tunable White.

Finish

Polyester powder coat applied over a multi-stage pre–treatment. Canopy and cord white as standard.

Lumen Maintenance

Reported:	L70 > 61,000 hours	Calculated:	L70 at > 480,000 hours
	L90 > 61,000 hours		L90 at > 128,000 hours

(Derived from EPA TM-21 calculator. Based on typical conditions, consult factory for additional data.)

Reliability

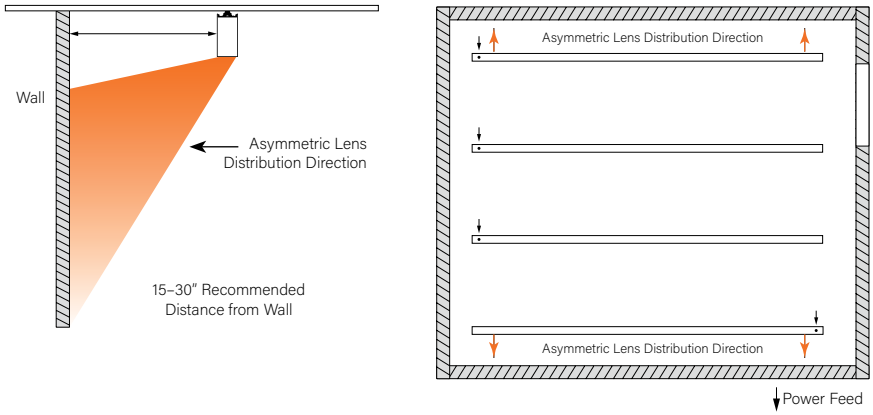
At Focal Point, our products are designed to stand the test of time. Each luminaire is engineered using superior components, manufactured with the utmost care and rigorously tested. Contact us for reliability data.

Warranty

LED System rated for operation in ambient environments up to 25°C. 5-year limited warranty.Fixture with Outdoor rated (OD) option must be installed in a covered ceiling and is warrantied for operation in ambient environments between -20˚C to +40˚C.

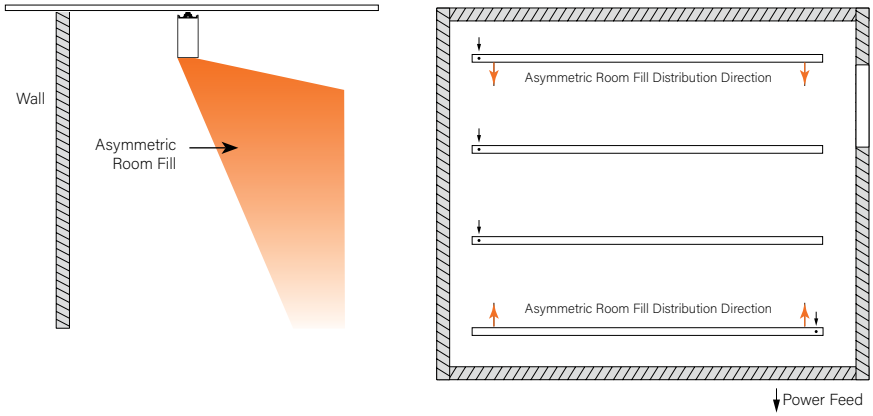
DIRECT ASYMMETRIC

Standard Application Example



DIRECT ASYMMETRIC ROOM FILL

Standard Application Example



Ordering Guide

Linear Circuitry, Zones & Factory Options

FOCAL POINT®

HOW TO USE THIS GUIDE

Fill out the worksheet on the following page to specify your requirements for circuitry, zones, and factory options.

Refer to the run chart for standard run configurations, consult factory for custom configurations.

Complete the Totals / Ordering Codes at the bottom of the worksheet and add to your ordering logic on the cut sheet.

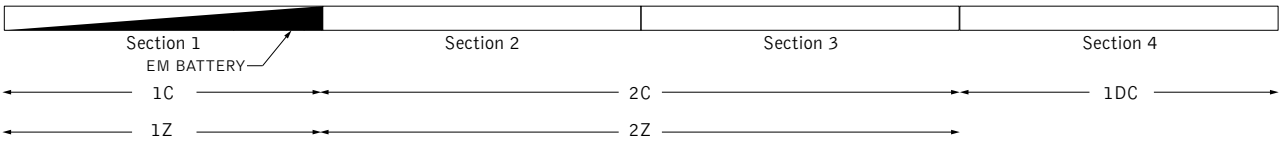
Submit the worksheet along with your order.

TOTAL RUN LENGTH: 32ft **JOB NAME:** _____ **FIXTURE TYPE:** _____

EXAMPLE

HOUSING SECTION	SECTION LENGTH	SHARED ELECTRICAL FEED, NORMAL POWER			FACTORY OPTIONS			
					SEPARATE ELECTRICAL FEEDS			EM
		SWITCHING CIRCUIT	DIMMING ZONE	DAYLIGHT ZONE	DAYLIGHT CIRCUIT	EMERGENCY CIRCUIT	ECD	
1	8	1C	1Z					1EM
2	8	2C	2Z					
3	8	2C	2Z					
4	8				1DC			
Totals / Ordering Codes		2C	2Z		1DC			1EM

ORDERING: FSM4L-FL-625LF-35K- **2C2Z** -UNV-LD1-G2- **1DC-1EM** -WH-32ft



KEY	
C = Switching Circuit Switched Hot / Shared Neutral	**DC = Daylight Circuit** Switched Hot / Separate Neutral
Z = Dimming Zone Dimming Control Wires	**EC = Emergency Circuit** Switched Hot / Separate Neutral
DL = Daylight Zone Daylight Dimming Control Wires	**EM = Emergency Battery** Unswitched Hot / Shared Neutral
	ECD = Emergency Control Device Unswitched Hot / Separate Neutral

DEFAULTS

- Zones and Factory Options illuminate entire sections from 4' to 8' in length.
- One shared or isolated circuit and zone required per housing section.
- Limit of one EM or ECD per housing section.
- Additional electrical feed required for applications greater than three shared circuits and zones.
- Each DC, EC and ECD require an additional electrical feed.
- ECD not available in the same housing section as EC.
- Longer lead times and additional pricing may apply for custom run configurations.

CUSTOM LENGTHS

- If partial illumination of emergency or daylight section is required, indicate in ordering guide and add "partial illumination" in Order Notes. Drawing required.
- Engineering validation required, longer lead times may apply.

Ordering Guide Worksheet

Linear Circuitry, Zones & Factory Options

FOCAL POINT®

WORKSHEET

TOTAL RUN LENGTH: _____ **JOB NAME:** _____ **FIXTURE TYPE:** _____

HOUSING SECTION	SECTION LENGTH	SHARED ELECTRICAL FEED, NORMAL POWER			FACTORY OPTIONS			
					SEPARATE ELECTRICAL FEEDS			EM
		SWITCHING CIRCUIT	DIMMING ZONE	DAYLIGHT ZONE	DAYLIGHT CIRCUIT	EMERGENCY CIRCUIT	ECD	
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
Totals / Ordering Codes								

Combine to create Circuits & Zones ordering code

Enter as individual Factory Options

RUN CHART

Run length (ft)	Housing Configuration Section Lengths
9	5 + 4
10	6 + 4
11	7 + 4
12	8 + 4
13	8 + 5
14	8 + 6
15	8 + 7
16	8 + 8
17	8 + 5 + 4
18	8 + 6 + 4
19	8 + 7 + 4
20	8 + 8 + 4

Run length (ft)	Housing Configuration Section Lengths
21	8 + 8 + 5
22	8 + 8 + 6
23	8 + 8 + 7
24	8 + 8 + 8
25	8 + 8 + 5 + 4
26	8 + 8 + 6 + 4
27	8 + 8 + 7 + 4
28	8 + 8 + 8 + 4
29	8 + 8 + 8 + 5
30	8 + 8 + 8 + 6
31	8 + 8 + 8 + 7
32	8 + 8 + 8 + 8

Run length (ft)	Housing Configuration Section Lengths
33	8 + 8 + 8 + 5 + 4
34	8 + 8 + 8 + 6 + 4
35	8 + 8 + 8 + 7 + 4
36	8 + 8 + 8 + 8 + 4
37	8 + 8 + 8 + 8 + 5
38	8 + 8 + 8 + 8 + 6
39	8 + 8 + 8 + 8 + 7
40	8 + 8 + 8 + 8 + 8
41	8 + 8 + 8 + 8 + 5 + 4
42	8 + 8 + 8 + 8 + 6 + 4
43	8 + 8 + 8 + 8 + 7 + 4
44	8 + 8 + 8 + 8 + 8 + 4

Run length (ft)	Housing Configuration Section Lengths
45	8 + 8 + 8 + 8 + 8 + 8 + 5
46	8 + 8 + 8 + 8 + 8 + 8 + 6
47	8 + 8 + 8 + 8 + 8 + 8 + 7
48	8 + 8 + 8 + 8 + 8 + 8 + 8

Standard run configurations, consult factory for custom configurations.

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Ratio Flood

COMPACT

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

RATIO

RFL2 RFL3

FEATURES

- Compact LED flood with a variety of NEMA distributions for lighting applications such as: safety/security, accent, flag pole, columns or signs
- Part of the Ratio flood series, this luminaire was designed in cohesion with the site/area products to provide a sleek and timeless look
- Features a dense optical array, providing reduced pixelation and increased visual comfort without compromising performance

IP66 DLC LISTED DLC LISTED PREMIUM BUY AMERICAN SOLUTIONS

See Certification Specifications

SPECIFICATIONS

CONSTRUCTION

- Corrosion resistant, rugged die-cast aluminum housing with powder coat paint finish
- High impact UV stabilized acrylic outer lens protects LEDs and allows for cleaning and debris removal
- Internal venting fins create optimal heat dissipation and allow all water to drain from the face of the luminaire
- Lens hardware is internal to the fixture allowing for uniform pressure on the gasket for an optimal water tight seal

OPTICS

- 44 or 90 midpower LEDs
- Stock Versions: 4000K and 5000K CCT
- Variety of NEMA distributions: - N (2x2), M (4x4) and W (6x6) - Stock version Wide (6x6) only
- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance

INSTALLATION

- Traditional ½" x 14 NPS threaded adjustable knuckle mounting
- Easy maintenance access to electrical components with removal of 4 screws from back of fixture housing
- Trunnion mount available (sold separately)

ELECTRICAL

- 120–277V operation, 50/60Hz
- Driver IP66 and RoHS compliant driver
- 10kV surge protector optional
- 0–10V dimming driver standard, continuous dimming option to have leads pulled out for easy connection
- Drivers have 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Dimming drivers are standard, but must contact factory to request wiring leads for purpose of external dimming controls

CERTIFICATIONS

- Fixture is IP66 rated
- Listed to UL1598 for use in wet locations
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020. See Buy American Solutions

WARRANTY

- 5 year limited warranty
- See HLI Standard Warranty for additional information

KEY DATA	
Lumen Range	3245–6823
Wattage Range	26–52
Efficacy Range (LPW)	126–142
Weights lbs. (kg)	3.7–5.5 (6.12–10.8)

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Ratio Flood
COMPACT

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

STOCK ORDERING INFORMATION

Catalog Number	Mounting	Distribution	Wattage	Voltage	CCT	Lumens	LPW	Weight lbs. (KG)	Finish
RFL2-25-4K	Knuckle	Wide	26	120–277V	4000K	3327	127	3.7 (1.68)	Bronze
RFL2-25-5K	Knuckle	Wide	26	120–277V	5000K	3245	124	3.7 (1.68)	Bronze
RFL2-25-4K-PC	Knuckle	Wide	26	120–277V	4000K	3327	127	3.7 (1.68)	Bronze
RFL2-25-5K-PC	Knuckle	Wide	26	120–277V	5000K	3245	124	3.7 (1.68)	Bronze
RFL3-40-4K	Knuckle	Wide	34	120–277V	4000K	4551	134	5.5 (2.50)	Bronze
RFL3-40-5K	Knuckle	Wide	34	120–277V	5000K	4439	131	5.5 (2.50)	Bronze
RFL3-40-4K-PC	Knuckle	Wide	34	120–277V	4000K	4551	134	5.5 (2.50)	Bronze
RFL3-40-5K-PC	Knuckle	Wide	34	120–277V	5000K	4439	131	5.5 (2.50)	Bronze
RFL3-50-4K	Knuckle	Wide	52	120–277V	4000K	6823	131	5.5 (2.50)	Bronze
RFL3-50-5K	Knuckle	Wide	52	120–277V	5000K	6654	128	5.5 (2.50)	Bronze
RFL3-50-4K-PC	Knuckle	Wide	52	120–277V	4000K	6823	131	5.5 (2.50)	Bronze
RFL3-50-5K-PC	Knuckle	Wide	52	120–277V	5000K	6654	128	5.5 (2.50)	Bronze

ORDERING GUIDE

Example: RFL2–44L-25–4K7–M–UNV–K–DBT–CD–SP

CATALOG #

Model		Nominal Lumens		CCT/CRI		Distribution		Voltage		Mounting		Color	
RFL2	Ratio Flood Size 2	**44L–25**	44 LED–3000lm	**3K7**	3000K, 70 CRI	**N**	Narrow, 2x2	**UNV**	Universal 120–277	**K**	Knuckle	**BLT**	Black Matte Textured
RFL3	Ratio Flood Size 3	**90L–40**	90 LED–5000lm	**4K7**	4000K, 70 CRI	**M**	Medium Flood, 4x4					**BLS**	Black Gloss Smooth
		90L–50	90 LED–7000lm	**5K7**	5000K, 70 CRI	**W**	Wide Flood, 6x6					**DBT**	Dark Bronze Matte Textured
												DBS	Dark Brone Gloss Smooth
												GTT	Graphite Matte Textured
												LGS	Light Grey Gloss Smooth
												PSS	Platinum Silver Smooth
												WHT	White Matte Textured
												WHS	White Gloss Smooth
												VGT	Verde Green Textured
												Color Option	
												CC	Custom Color

Control Options		Options	
CD	Continuous Dimmable	**SP**[1]	Surge Protector, 10kA Surge Protector
PC[1]	Button Photcontrol		

1 SP and PC cannot be in the same fixture due to space constraints

ACCESSORIES AND REPLACEMENT PARTS (ORDERED SEPARATELY)

	Catalog Number	Description
☐	**TRN–XX**[1]	Trunnion adapter for ½" threaded knuckle mount

1 Specify finish color to match fixture, e.g. DBT - Dark Bronze Matte

TRN-XX

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

Ratio Flood

COMPACT

PERFORMANCE DATA

					5K (5000K nominal, 70 CRI)			4K (4000K nominal, 70 CRI)			3K (3000K nominal, 70 CRI)		
Series	Nominal Watts	Dist. Type	NEMA	Field Angle H^0 X V^0	Lumens	LPW[1]	Max Beam Candlepower	Lumens	LPW[1]	Max Beam Candlepower	Lumens	LPW[1]	Max Beam Candlepower
RFL2	25	N	2 x 2	20 x 20	3308	129	56009	3391	132	57425	3285	128	55632
		M	4 x 4	57 x 57	3124	121	7180	3203	124	7588	3103	120	7426
		W	6 x 6	105 x 105	3245	124	1848	3327	127	1895	3223	123	1836
RFL3	40	N	2 x 2	20 x 20	4525	136	76622	4639	139	69924	4494	135	76107
		M	4 x 4	57 x 57	4273	127	10228	4382	130	10486	4245	126	10159
		W	6 x 6	105 x 105	4439	131	2528	4551	134	2592	4409	130	2511
	50	N	2 x 2	20 x 20	6784	133	114868	6956	136	117772	6739	132	114095
		M	4 x 4	57 x 57	6408	125	17055	6569	128	17486	6364	124	16940
		W	6 x 6	105 x 105	6654	128	3791	6823	131	3886	6610	127	3765

1 Lumen values are from photometric tests performed in accordance with IESNA LM–79–08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

ELECTRICAL DATA

# LEDS	Nominal Wattage	Input Voltage	Oper. Current (Amps)	System Power (W)
RFL2	25	120	0.22	26.0
		208	0.13	
		240	0.11	
		277	0.09	
RFL3	40	120	0.28	33.8
		208	0.16	
		240	0.14	
		277	0.12	
	50	120	0.43	51.7
		208	0.25	
		240	0.22	
		277	0.19	

PROJECTED LUMEN MAINTENANCE

Ambient Temperature	OPERATING HOURS					
	0	25,000	50,000	TM–21–11 60,000[1]	100,000	Calculated L70 (Hours)
25°C / 77°C	1.00	0.96	0.94	0.91	0.83	> 191,000
40°C / 104°F	0.99	0.95	0.93	0.93	0.81	> 173,000

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0˚ C	32˚ F	1.03
10˚ C	50˚ F	1.01
20˚ C	68˚ F	1.00
25˚ C	77˚ F	1.00
30˚ C	86˚ F	0.99
40˚ C	104˚ F	0.98
50˚ C	122˚ F	0.97

Use these factors to determine relative lumen output for average ambient temperatures from 0–40°C (32–104°F)

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Ratio Flood
COMPACT

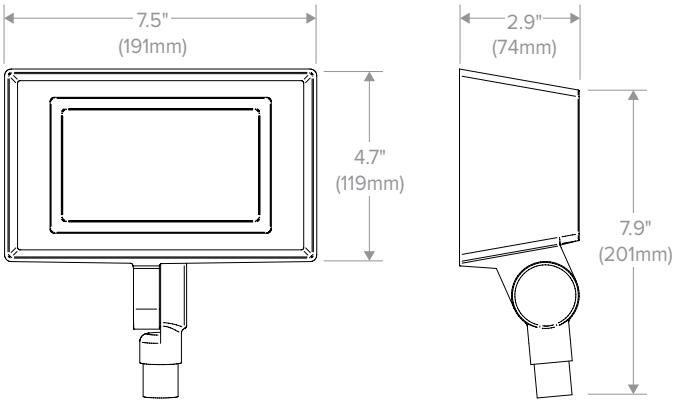
DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

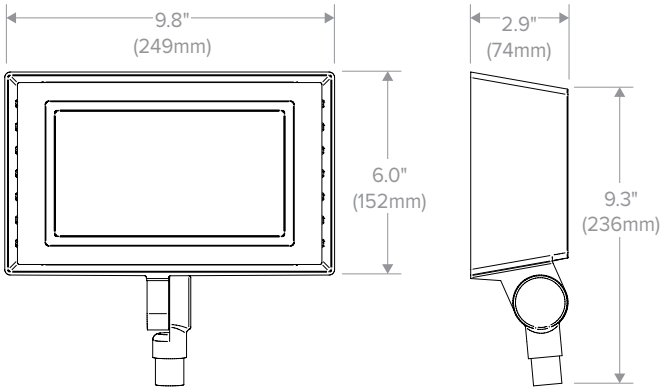
DIMENSIONS

RFL2



RFL2 EPA(Front/Side)
0.34ft² / 0.17ft²

RFL3



RFL3 EPA(Front/Side)
0.97ft² / 0.20ft²

ADDITIONAL INFORMATION

SHIPPING INFORMATION

Catalog Number	G.W (kg)/CTN	Carton Dimensions		
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)
RFL2	3.7lbs (1.68kg)	20.7 (52.7)	15.1 (38.4)	6.9 (17.6)
RFL3	5.5lbs (2.50kg)	25 (63.5)	15.1 (38.4)	6.9 (17.6)

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GEOPAK SERIES SIZE 2 LED

Architectural Wallpack

TRP2/RDI2 Low Glare **NEW**

Cat.#

Job

Type

HUBBELL Outdoor Lighting

Approvals

SPECIFICATIONS

Applications:
Medium sized architectural wallpacks in two stylish shapes accentuate building architecture and provide excellent illumination and uniformity

Construction:
- Die-cast aluminum housing and door
- Seven powder coat standard finishes, plus custom color options

LED/Optics:
- Precision crafted optics and reflectors provide up to 150 LPW and zero pixelation over the lens for maximum visual comfort
- Wide Throw and Forward Throw distributions available
- 3000K - 70 CRI, 4000K - 70 CRI, and 5000K - 70 CRI, CCT nominal

Electrical:
- Optional Dual Drivers & Dual Power Feeds for 50 and 70 watt versions
- 120-277, 347 and 480 voltage, 50/60Hz
- Power factor ≥ 90%
- THD (Total Harmonic Distortion) <20%
- Ambient operating temperature -40°C to 40°C

Installation/Mounting:
- Quick-mount adapter with gasket seal provides easy installation to wall or to recessed junction box (4" square junction box). Fixture attaches by two Allen-head hidden fasteners for tamper resistance.
- Black box accessory available for surface conduit application

Options/Controls:
- Drivers are 0-10V dimming standard
- Universal button photocontrol for dusk to dawn energy savings
- Occupancy sensor options available for complete on/off and dimming control

Secondary Distribution:
- Optional secondary distributions provide approximately 5% uplight for lighting building facades and/or providing direct/indirect lighting for under canopy applications
- Available in three distribution including Wall Graze, Spot/Column and Canopy

Listings:
- IP65 rated housing
- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Zero uplight (U0), dark sky, neighbor friendly (excludes uplight versions)
- Drivers IP66 and RoHS compliant

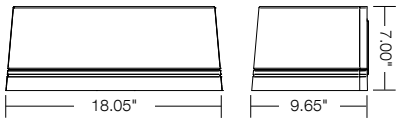
Warranty:
For more information visit:
http://www.hubbelloutdoor.com/resources warranty/

PRODUCT IMAGE(S)

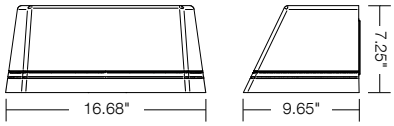
Trapezoid

Radius

DIMENSIONS



RDI2
Weight:
16 lbs (7.3 kg)



TRP2
Weight:
16 lbs (7.3 kg)

CERTIFICATIONS/LISTINGS

*3000K and warmer CCTs only

SHIPPING INFORMATION

Catalog Number	G.W(kg)/ CTN	Carton Dimensions		
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)
RDI2	18 (8.2)	20.5 (52)	9.5 (24)	12 (30)
TRP2	16 (7.3)	18.5 (47)	9.5 (24)	11.5 (29)

ORDERING INFORMATION

ORDERING EXAMPLE: TRP2-D-30-3K7-FT-UNV-UG-GT-PC

[ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ]

FAMILY
- **TRP2** Trapezoid
- **RDI2** Radius

LEDS - WATTAGE
- **D-20** 20w Low Glare Diffuse
- **D-30** 30w Low Glare Diffuse
- **D-50** 50w Low Glare Diffuse
- **D-70** 70w Low Glare Diffuse

CCT
- **3K7** 3000K, 70CRI
- **4K7** 4000K, 70CRI
- **5K7** 5000K, 70CRI

DISTRIBUTION
- **FT** Forward Throw Diffused
- **WT** Wide Throw Diffused

VOLTAGE
- **UNV** 120-277V
- **120** 120V
- **208** 208V
- **240** 240V
- **277** 277V
- **UHV**[1] 347/480V
- **347**[1] 347V
- **480**[1] 480V

FINISH
- **BL** Black Textured
- **DB** Dark Bronze Textured
- **GT** Graphite Textured
- **GYS** Light Gray Smooth
- **PS** Platinum Silver Smooth
- **WH** White Textured
- **CC** Custom Color

SECONDARY DISTRIBUTION
- **BLANK** Downlight Only
- **UG**[2] Uplight Wall Graze
- **UC**[2] Uplight Canopy
- **US**[2] Uplight Spot/Column

CONTROL OPTIONS
- **PC** Button Photocontrol
- **SCP**[4,5] Programmable occupancy sensor, factory default is 10% light output
- **SCO**[4] Sensor Control, On/Off

SPEC SCP/SCO MOUNT HEIGHT
- **-8F** Up to 8ft mount height
- **-20F** Up to 20ft mount height

OPTIONS
- **SF**[3] Single Fuse & Fuse Holder
- **DF**[3] Double Fuse & Fuse Holder
- **2DR**[6] Dual Drivers
- **2PF**[6] Dual Power Feeds

[1] 70 watt version only, not available with PC, SCP or SCO sensors
[2] Not available with SF, DF, 2DR or 2PF electrical options
[3] Must specify voltage
[4] PCU option not applicable, included in sensor
[5] Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings
[6] Not available with 20w, 30w or uplight versions

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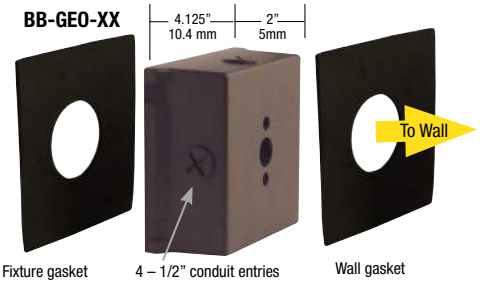
ACCESSORIES - Order separately

Catalog Number	Description
SCP-REMOTE*	Remote control for SCP option. Order at least one per project to program and control dimming settings
BB-GEO-XX	Black box with 4 - 1/2" threaded conduit holes, specify finish by replacing "XX" with finish selection, eg. Dark Bronze "DB"

* Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings.
** When ordering with SiteSync, one of the following interface options must be chosen an ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.
\+ If needed, an additional Bridge Node can be ordered.

BB-GEO-XX – Mounted to luminaire



INPUT POWER CONSUMPTION

# OF LEDS	VERSION	INPUT VOLTAGE (V)	CURRENT (Amps)	SYSTEM POWER (w)
180	Downlight Only	120	0.18	21
		277	0.08	21
		120	0.28	33
		277	0.12	33
		120	0.41	49
		277	0.18	49
		120	0.52	62
		277	0.22	62
		347	0.18	62
		480	0.13	62
	With Uplight	120	0.18	22
		277	0.08	22
		120	0.29	35
		277	0.13	35
		120	0.43	52
		277	0.19	52
		120	0.55	66
		277	0.24	66
		347	0.19	66
		480	0.14	66

PERFORMANCE DATA - LOW GLARE

SECONDARY DISTRIBUTION	NOMINAL WATTS	SYSTEM WATTS	MAIN DISTR. TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
				LUMENS	LPW	B	U	G	LUMENS	LPW	B	U	G	LUMENS	LPW	B	U	G
None	D-20	21.0	FT	3,082	147	1	0	1	3,067	146	1	0	1	2,883	137	1	0	1
			WT	3,195	152	1	0	0	3,179	151	1	0	0	2,988	142	1	0	0
	D-30	33.4	FT	4,995	150	1	0	1	4,970	149	1	0	1	4,672	140	1	0	1
			WT	5,178	155	1	0	1	5,152	154	1	0	1	4,843	145	1	0	1
	D-50	48.7	FT	7,094	146	1	0	1	7,058	145	1	0	1	6,635	136	1	0	1
			WT	7,353	151	1	0	1	7,316	150	1	0	1	6,877	141	1	0	1
	D-70	61.8	FT	8,669	140	1	0	1	8,626	140	1	0	1	8,108	131	1	0	1
			WT	8,986	145	1	0	1	8,941	145	1	0	1	8,405	136	1	0	1
UC (Canopy)	D-20	22.3	FT	2,991	134	1	3	1	2,976	133	1	3	1	2,798	125	1	3	1
			WT	3,325	149	1	3	0	3,309	148	1	3	0	3,110	139	1	3	0
	D-30	35.5	FT	4,847	137	1	3	1	4,823	136	1	3	1	4,534	128	1	3	1
			WT	5,389	152	1	3	1	5,362	151	1	3	1	5,040	142	1	3	1
	D-50	51.7	FT	6,884	133	1	3	1	6,850	132	1	3	1	6,439	125	1	3	1
			WT	7,653	148	1	3	1	7,615	147	1	3	1	7,158	138	1	3	1
	D-70	65.7	FT	8,413	128	1	3	1	8,371	127	1	3	1	7,869	120	1	3	1
			WT	9,353	142	1	3	1	9,306	142	1	3	1	8,748	133	1	3	1
UG (Wall Graze)	D-20	22.3	FT	2,966	133	1	3	1	2,952	132	1	3	1	2,774	124	1	3	1
			WT	3,302	148	1	3	0	3,286	147	1	3	0	3,089	139	1	3	0
	D-30	35.5	FT	4,808	135	1	3	1	4,784	135	1	3	1	4,497	127	1	3	1
			WT	5,352	151	1	3	1	5,325	150	1	3	1	5,006	141	1	3	1
	D-50	51.7	FT	6,827	132	1	3	1	6,793	131	1	3	1	6,386	124	1	3	1
			WT	7,600	147	1	3	1	7,562	146	1	3	1	7,109	137	1	3	1
	D-70	65.7	FT	8,344	127	1	3	1	8,302	126	1	3	1	7,804	119	1	3	1
			WT	9,288	141	1	3	1	9,242	141	1	3	1	8,687	132	1	3	1
US (Spot/ Column)	D-20	22.3	FT	3,156	142	1	3	1	3,140	141	1	3	1	2,952	132	1	3	1
			WT	3,316	149	1	3	0	3,300	148	1	3	0	3,102	139	1	3	0
	D-30	35.5	FT	5,114	144	1	3	1	5,089	143	1	3	1	4,784	135	1	3	1
			WT	5,375	151	1	3	1	5,348	151	1	3	1	5,027	142	1	3	1
	D-50	51.7	FT	7,263	140	1	3	1	7,227	140	1	3	1	6,793	131	1	3	1
			WT	7,633	148	1	3	1	7,595	147	1	3	1	7,140	138	1	3	1
	D-70	65.7	FT	8,876	135	1	3	1	8,832	134	1	3	1	8,302	126	1	3	1
			WT	9,328	142	1	3	1	9,282	141	1	3	1	8,725	133	1	3	1

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LOW - GLARE

Designed for optimal visual comfort and maximum performance, the low glare versions provide excellent illumination and uniformity with zero LED pixelation.

UPLIGHT

Optional uplight distributions provide accent lighting for columns, canopies or building facades

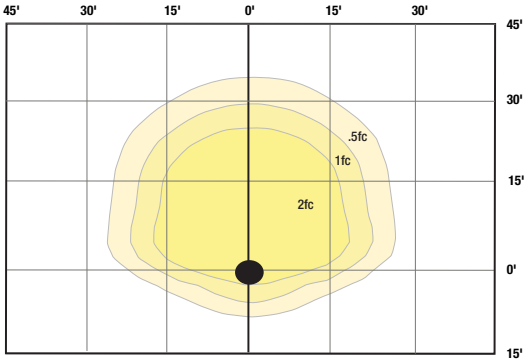
The wall graze also creates a 50/50 appearance on the wall while still providing general illumination on the ground

CONTROL OPTIONS

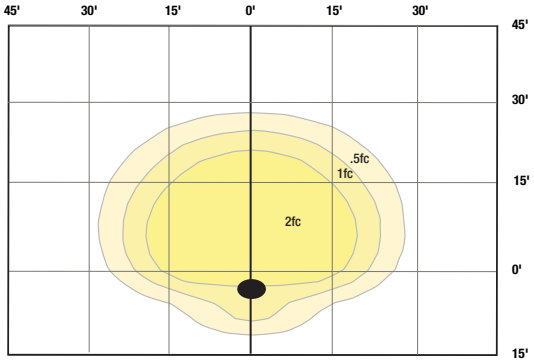
Programmable occupancy sensor offers greater control and energy savings with adjustable delay and dimming levels (Factory default is 10%).

PHOTOMETRICS

Mounting Height 15ft



FORWARD THROW



WIDE THROW

UPLIGHT GRAZE

UPLIGHT SPOT/COLUMN

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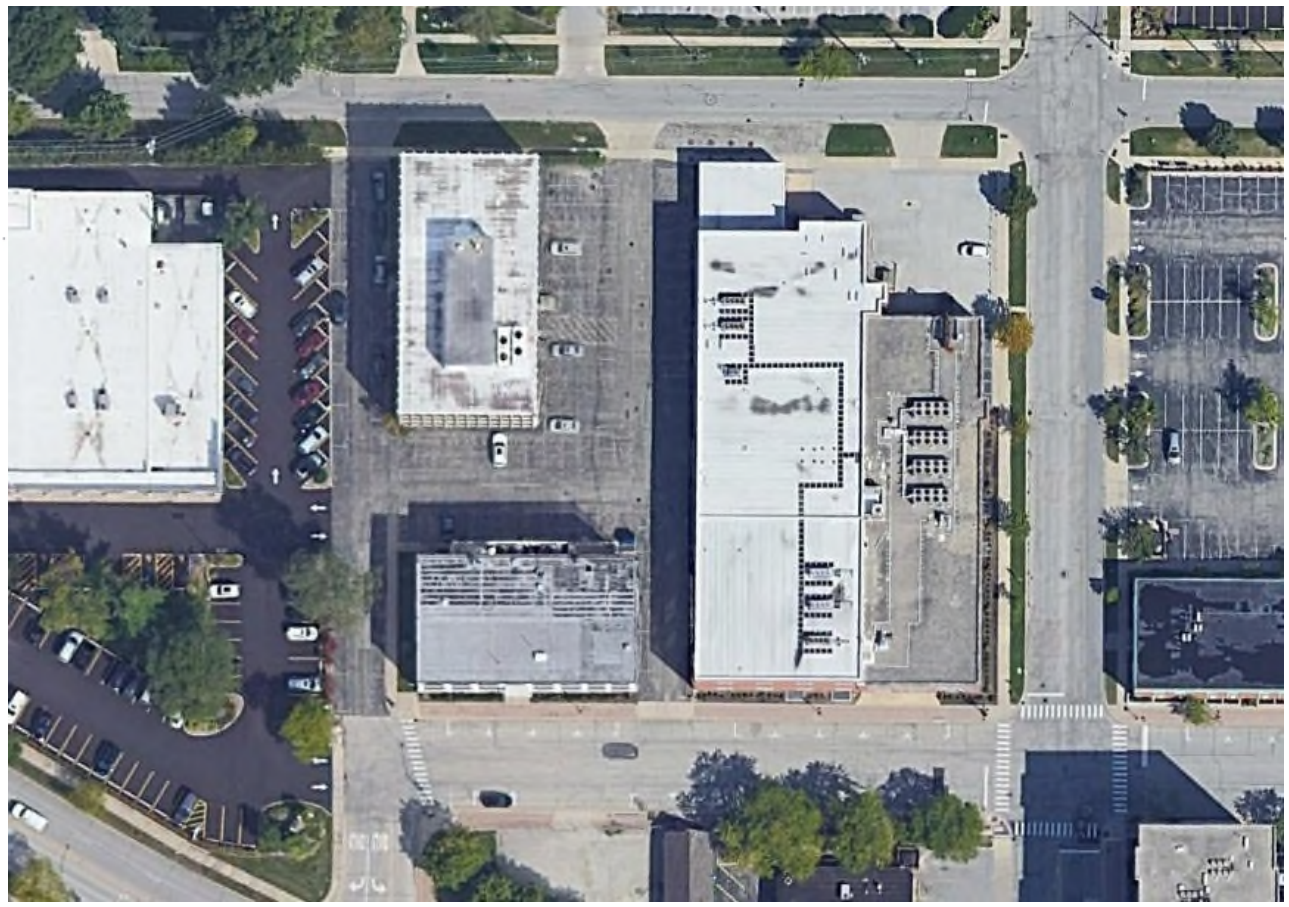
116-120 West Eastman Avenue
Residential Traffic Impact and Parking Study
Arlington Heights, Illinois



Prepared For:

Compasspoint Development, LLC

Prepared by:

Eriksson Engineering Associates, Ltd.

ERIKSSON ENGINEERING ASSOCIATES, LTD.

145 Commerce Drive, Grayslake, Illinois 60030

847.223.4804

www.eea-ltd.com

1 INTRODUCTION AND EXISTING CONDITIONS

This report summarizes the results of a transportation analysis for a proposed mixed-use development in Downtown Arlington Heights, Illinois. The building site is located at 116-120 West Eastman Street which is occupied by two office buildings.

The purpose of this study was to identify the transportation system serving the proposed development, to determine its transportation characteristics, and to evaluate the need for improvements supporting the proposed building program.

Site Location

The development site is in the northwestern area of Downtown Arlington Heights, Illinois. It is bordered by St. James Street to the north, an AT&T facility to the east, Eastman Street to the south, and Highland Avenue (private road) to the west. It is occupied by surface parking and two office buildings. Access to the office building parking lots is from three driveways with one on St. James Street, one on Eastman Street, and one on Highland Avenue (private road). Land-uses around the site consist of a store and gas station to the south, a bank/office building to the west, single-family homes and a public parking lot to the north, and an AT&T building to the east. **Figure 1** illustrates the site location and area roadways.

Roadway Characteristics

A description of the area roadways providing access to the site is illustrated in **Figure 2** and provided below:

Northwest Highway (U.S. Route 14) is an east-west minor arterial in the vicinity of the site that provides two travel lanes in each direction. At its signalized intersection with Vail Avenue, Northwest Highway provides a through lane, a combined through/right-turn lane, and a separate left-turn lane on both approaches. At the two-way stop control intersection with Highland Avenue/Metra parking access, Northwest Highway narrows down to four lanes without a center left-turn lane. It is under the jurisdiction of the Illinois Department of Transportation (IDOT) and has a posted speed limit of 30 mph in the vicinity of the site.

Eastman Street is an east-west local roadway that provides one travel lane in each direction and extends from Highland Avenue east past Arlington Heights Road. It provides parallel on-street parking spaces on both sides of the street that are limited to two-hour parking. A four-way stop intersection is located at Vail Avenue. Eastman Street is under the jurisdiction of the Village of Arlington Heights.

St. James Street is an east-west roadway extending between Evergreen and Chestnut Avenue. It has one travel lane in each direction with no parking permitted on the south side of the street. It is under the jurisdiction of the Village of Arlington Heights.

Highland Avenue is a north-south local roadway that extends north from Northwest Highway to St. James Street. From Eastman Street north to St. James Street, it has one northbound only lane with parallel parking on both sides and is a private road. South of Eastman Street, it has one northbound lane and two southbound lanes (left and right) with a stop sign at Northwest Highway. This section is under the jurisdiction of the Village of Arlington Heights.

Vail Avenue is a north-south local roadway that in the vicinity of the site provides one through lane in each direction and extends thru Downtown Arlington Heights. At its signalized intersection with Northwest Highway, the southbound approach has a left-turn lane and a shared right-thru lane. Northbound Vail Avenue has separate left, thru, and right lanes. On-street parking is permitted on the east side south of Eastman Street and on the west side north of Eastman Street. It is under the jurisdiction of the Village of Arlington Heights.

Public Transportation

The site is located near the Arlington Heights Metra station for the UP-NW Metra Rail Line which offers daily service between Harvard/McHenry and Chicago. The site is served by PACE bus route 696 as described below:

> *PACE Route 696 Randhurst-Woodfield-Harper College* - Randhurst Mall, Metra UP-NW Line Arlington Heights Station, Cook County Courthouse, Arlington Int'l Racecourse, IKEA, Roosevelt University, Woodfield Mall Pace Northwest Transportation Center, and Harper College.

Sidewalks are provided on the entire surrounding roadway network except for the private road portion of Highland Avenue.

Bicycle Routes

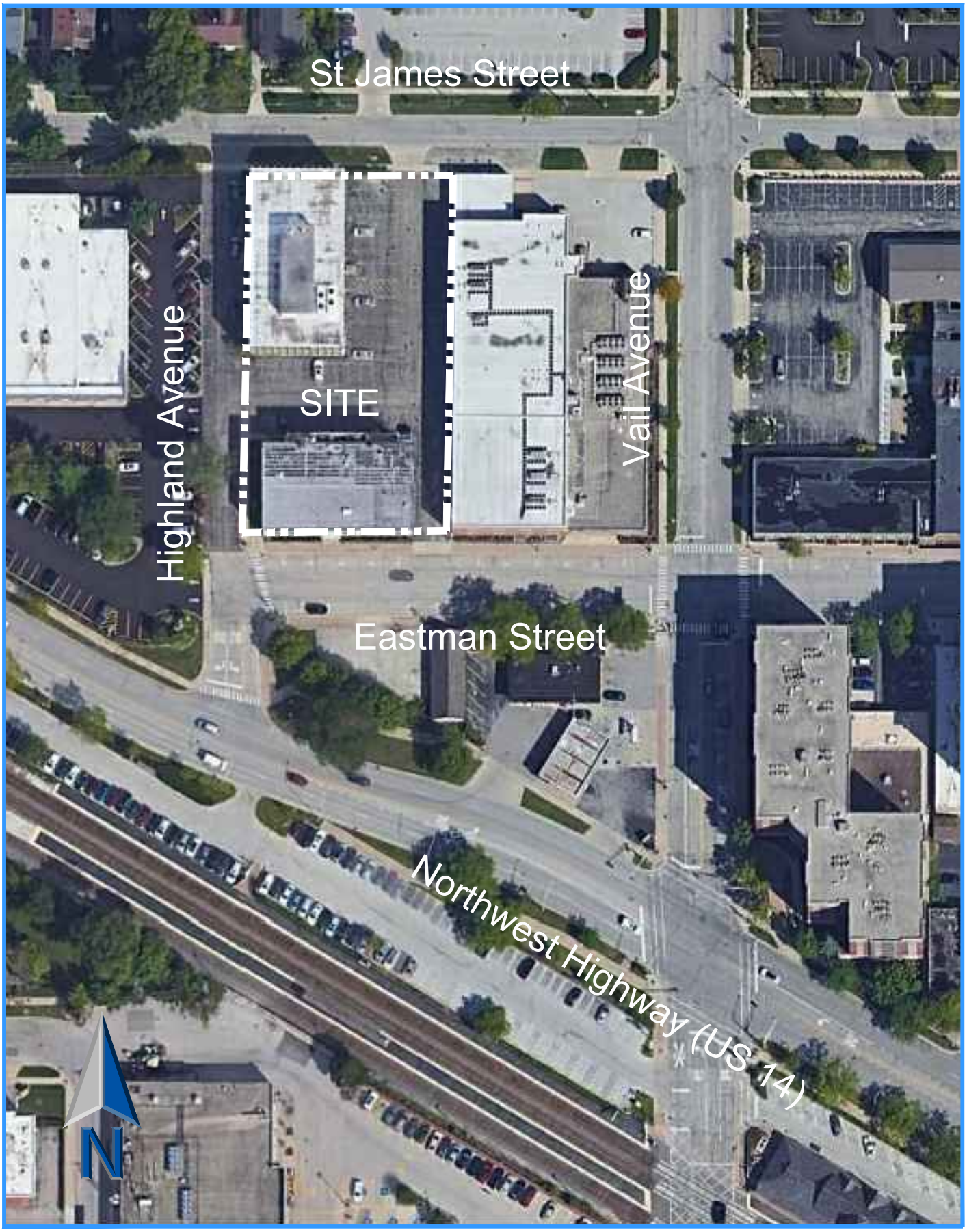
The Village of Arlington Heights identifies Vail Avenue north of St. James Street and St. James Street east of Vail Avenue as bike routes.

Existing Vehicular, Pedestrian, and Bicycle Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) manual counts of pedestrians and vehicles were conducted in January 2022 at the intersections within the study area.

These counts showed the peak-hours of traffic occurring from 7:45 to 8:45 AM and 4:45 to 5:45 PM on a weekday. However, these counts were conducted during the current pandemic and do not represent pre-pandemic conditions. To be conservative, the 2022 traffic counts were increased by 10% to represent pre-pandemic conditions.

Figures 3 and **4** illustrates the existing vehicular and pedestrian volumes, respectively. Copies of the counts can be found in the **Appendix**.



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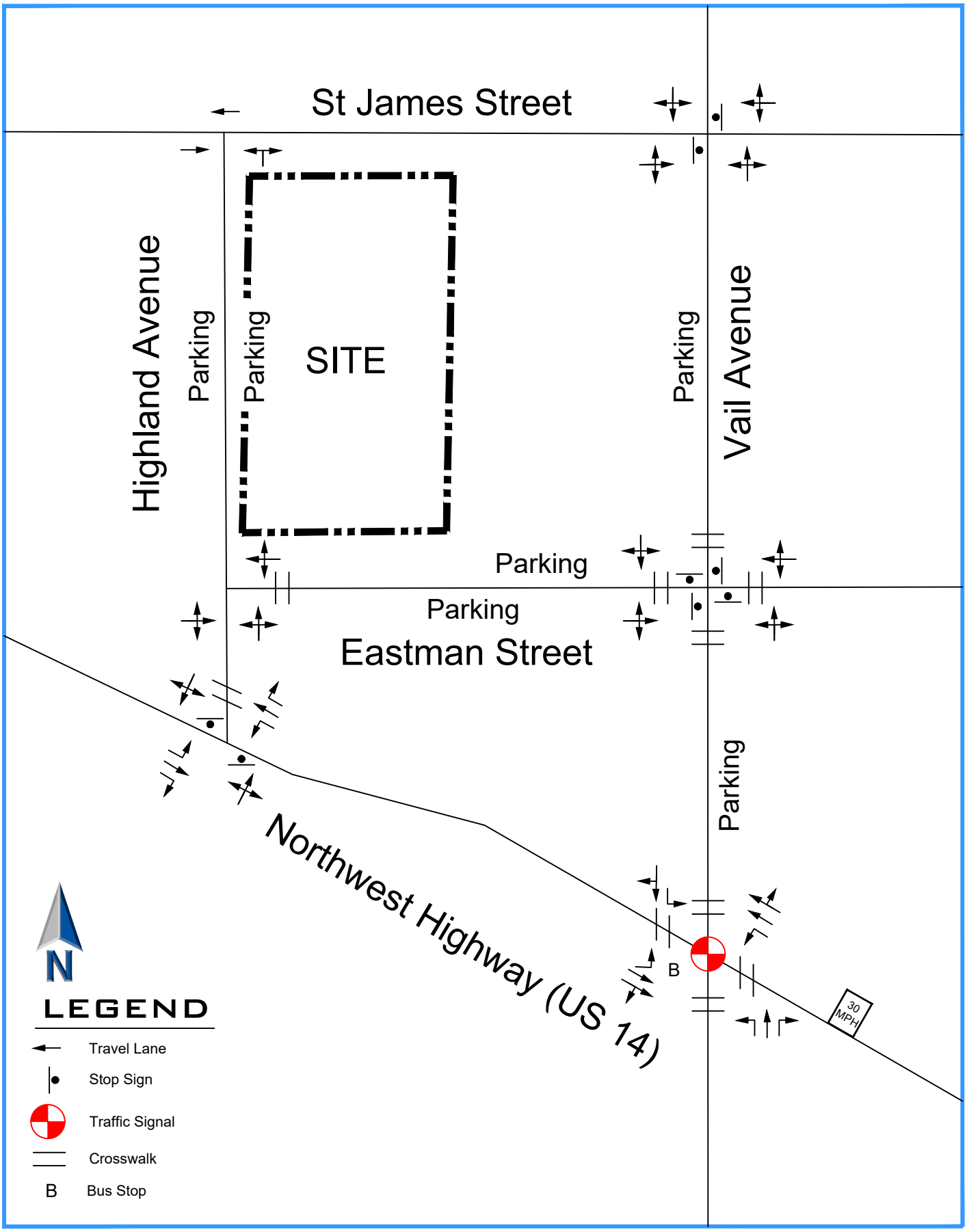
Site Location and Area Roadways

Figure 1



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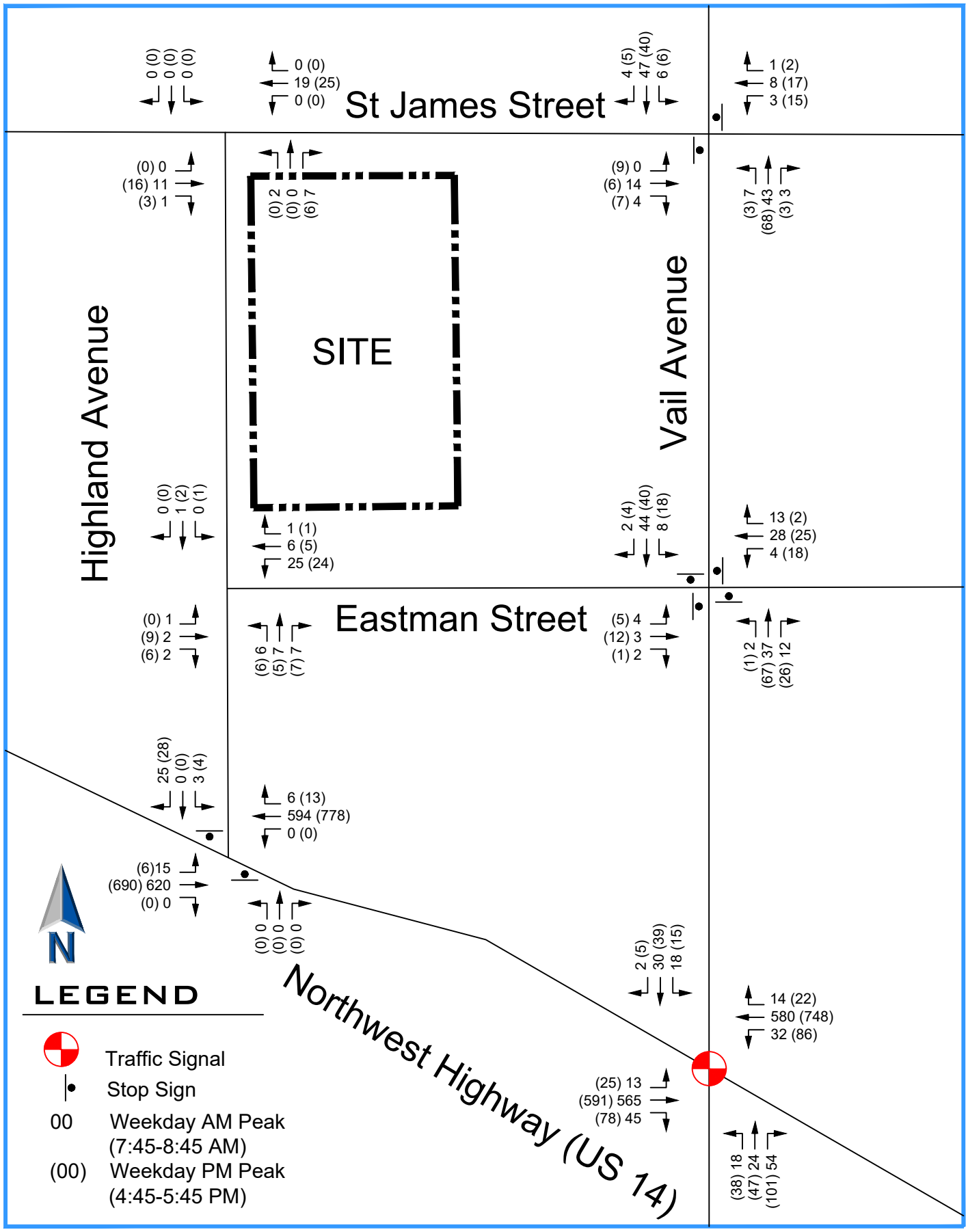
Existing Geometrics

Figure 2



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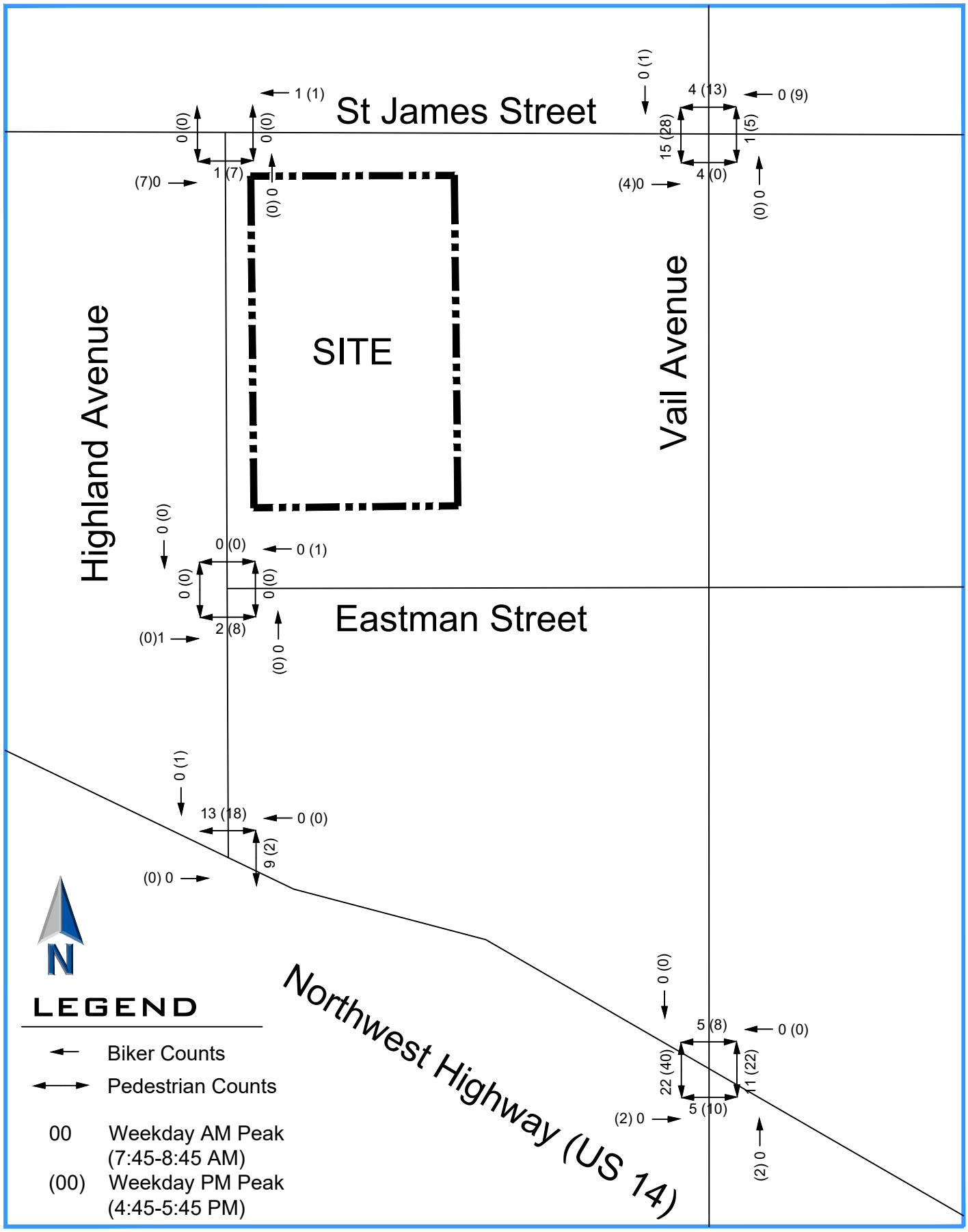
Year 2022 Peak Hour Volumes

Figure 3



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Year 2022 Pedestrian and Bike Volumes

Figure 4

2 - DEVELOPMENT CHARACTERISTICS

Existing and Proposed Site Use

The project site is currently occupied by two-office buildings totaling 55,500 square feet in size with three driveways on the adjacent streets. The proposed development plan is a multi-story apartment building with 136 units with a restaurant (1,885 square feet.). A parking garage for residents will have an entry drive on Eastman Avenue and an exit only access Highland Avenue (private). On-street surface parking is also provided on the private road.

Site Trip Generation

Vehicle traffic volumes generated by the residential and commercial uses were estimated from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition. **Table 1** summarizes the estimated traffic volumes. **Table 2** illustrates the change in trip generation from the previous office buildings. The overall morning peak-hour volumes drop slightly, and the primary movement becomes outbound for the residential rather than inbound for the offices. In the evening, the volume of traffic increases due to the restaurant by 19 vehicles per hour or just under one vehicle every three minutes.

Table 1
Proposed Site Trip Generation Estimates

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	221	136 units	12	38	**50**	32	21	**53**
Restaurant	931	1,885 sq. ft.	1	1	**2**	12	7	**19**
		Total	**13**	**39**	**52**	**44**	**28**	**72**

Table 2
Site Trip Generation Comparison

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Offices	710	55,500 sq. ft.	57	8	65	9	45	54
Proposed Site Traffic Volumes			13	39	52	44	28	72
		Difference	**-44**	**+31**	**-13**	**+35**	**-17**	**+18**

Directional Distribution

The trip distribution for the development is based on a combination of the existing traffic volumes, the existing road system, traffic congestion, and the proposed site access. The trip distribution for the site is shown on **Table 3** and **Figure 5**.

Table 3
Directional Distribution

Direction	Percentage
North Vail Avenue	10%
East St. James Street	5%
East Eastman Street	10%
East Northwest Highway	35%
South Vail Avenue	5%
West St. James Street	5%
West Northwest Highway	35%
Total	**100%**

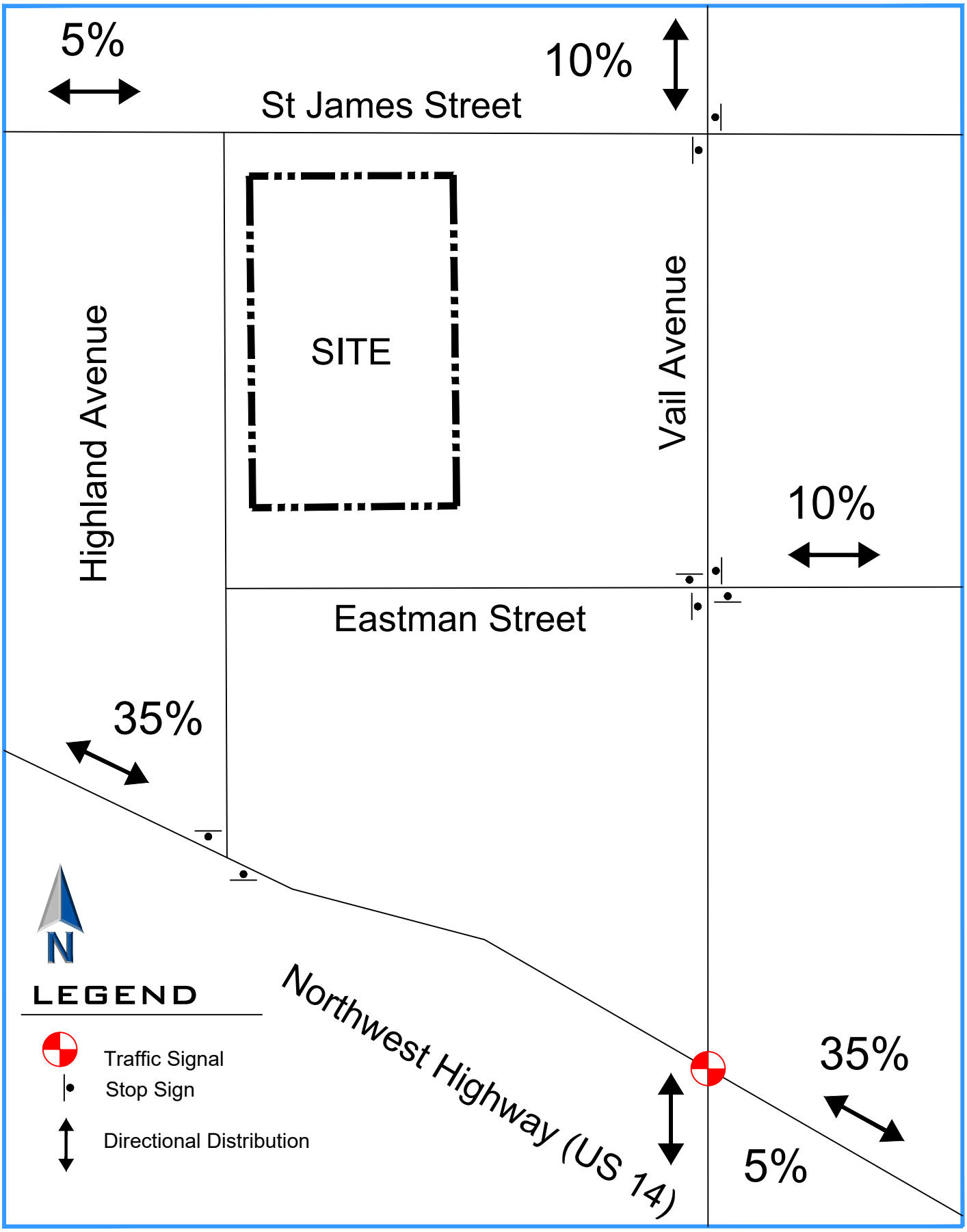
Site Traffic Assignment

Based on trip generation and directional distribution estimates, the site generated traffic was assigned to the proposed garage access drive and area roadways. As part of the plan, Highland Avenue will be widened to handle two-way traffic instead one-way traffic northbound. However, at St. James Street, only emergency vehicles will be permitted to use the access. **Figure 6** shows the resulting traffic assignments.

Total Traffic Volumes

The existing adjusted traffic volumes and annual growth in these volumes were combined to estimate the amount of traffic in the future without the development. The existing traffic volumes were increased by 0.75% per year on Northwest Highway and 0.45% per year on Vail Avenue to account for traffic growth in the area. A five-year period was used (Year 2028). **Figure 7** shows the projected traffic volumes in the study area without the development.

The year 2028 total traffic volumes with the development were calculated by combining the volumes in Figures 6, and 7. The projected traffic volumes are shown in **Figure 8**.



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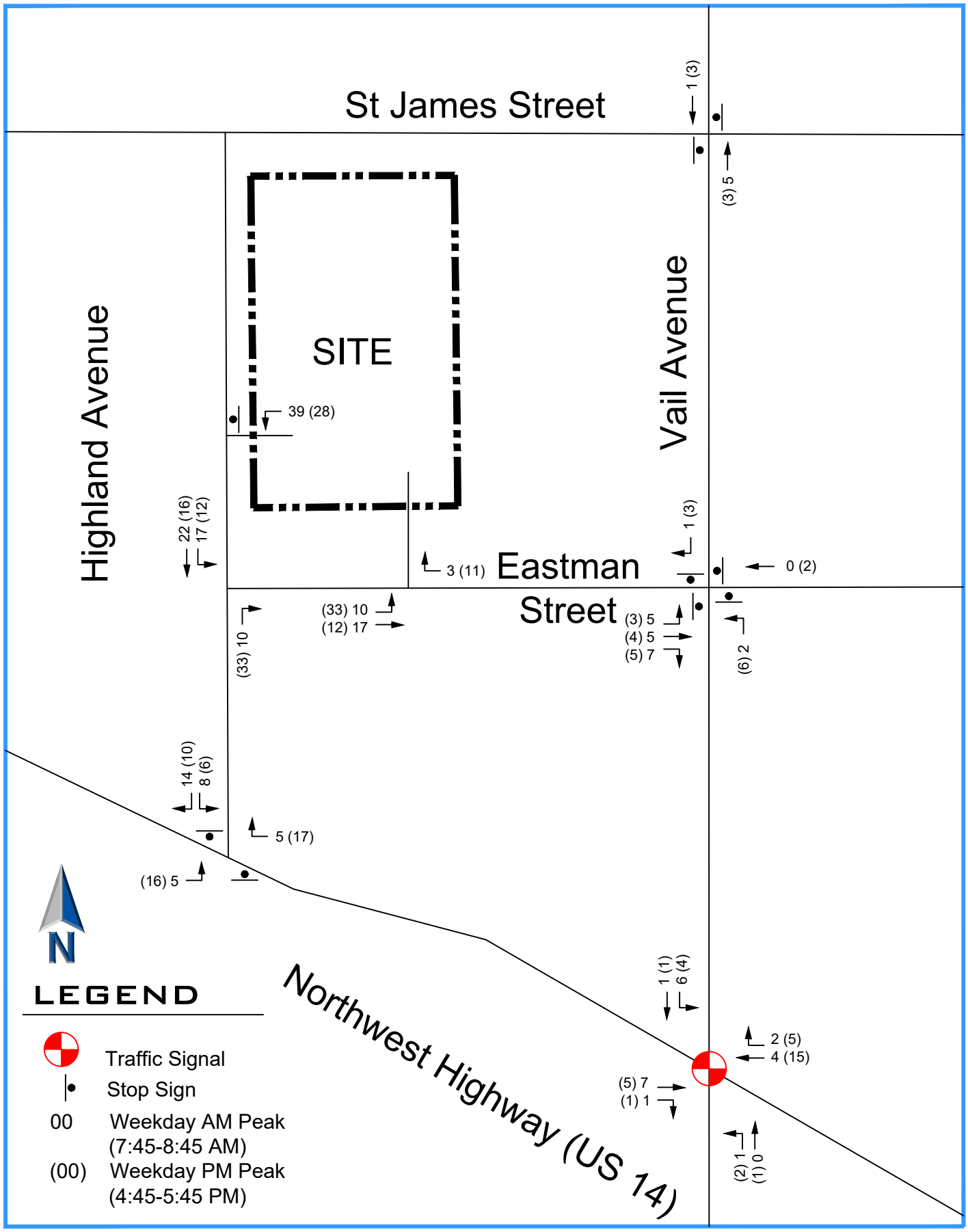
Directional Distribution

Figure 5



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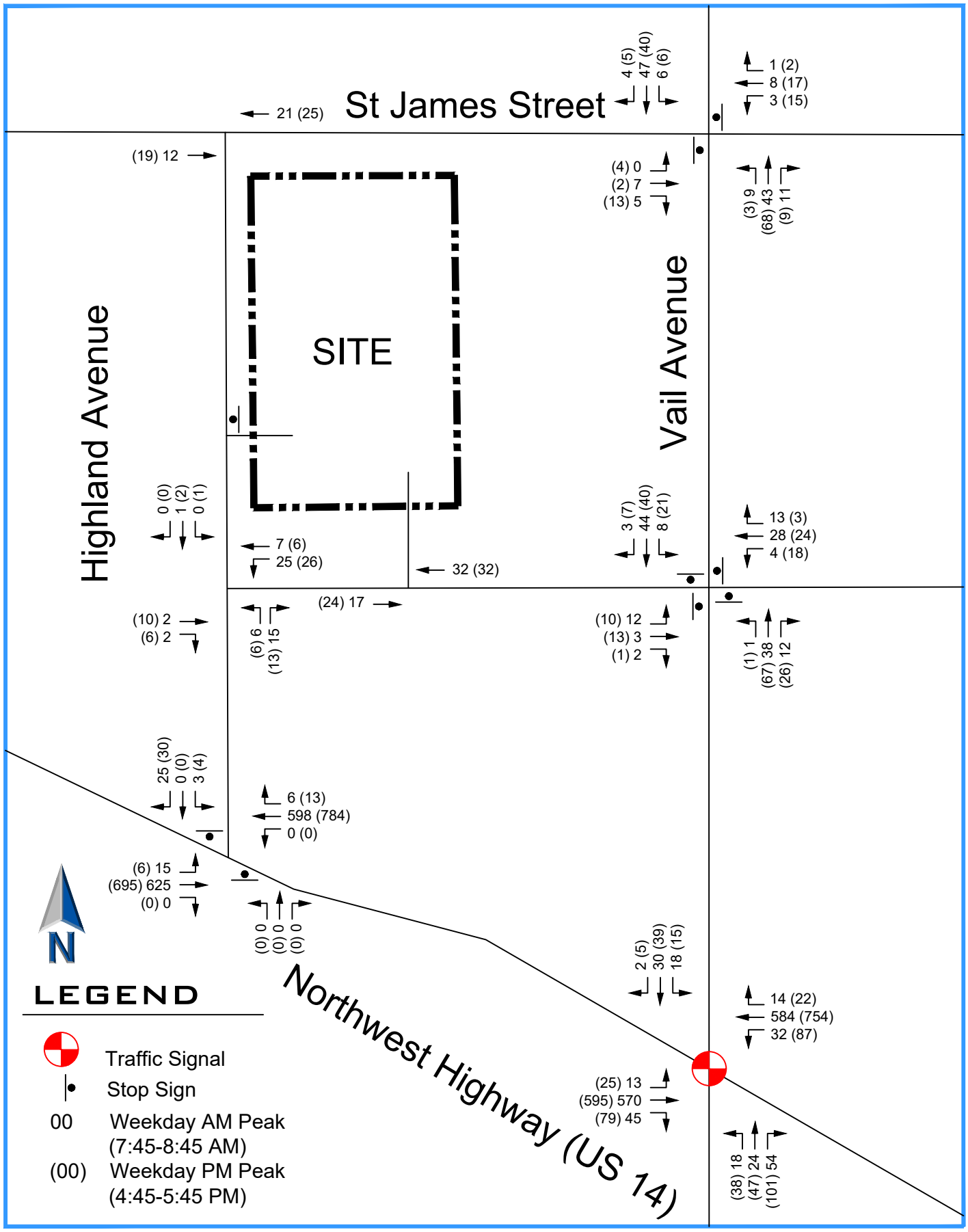
Site Traffic Assignment

Figure 6



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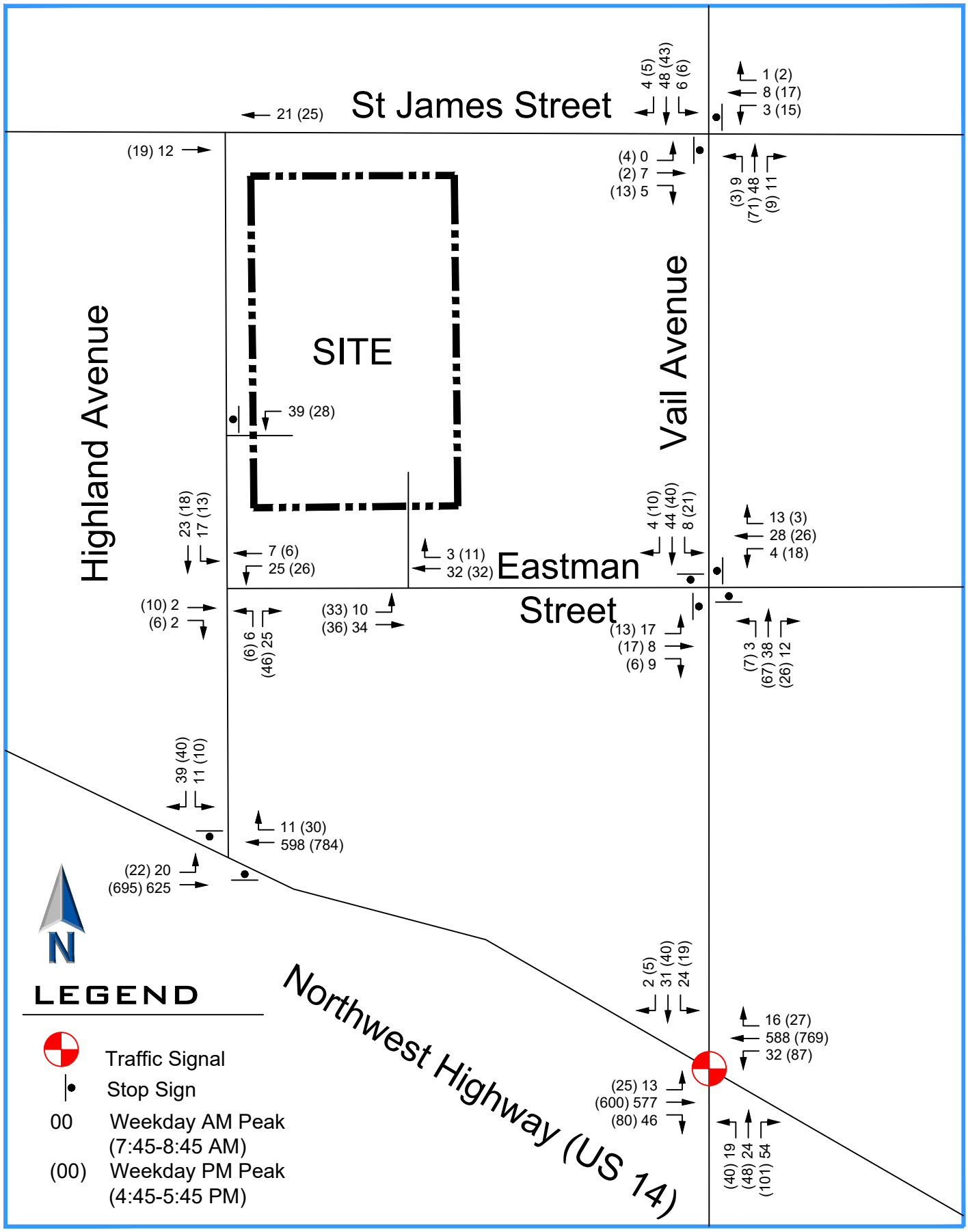
Year 2028 Base Traffic Volumes

Figure 7



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Year 2028 Total Traffic Volumes

Figure 8

3 – ANALYSES

Intersection Capacity Analyses

To determine the operation of the study area intersections and access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection area using the Highway Capacity Software computer program to determine the existing and future operations of the access system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix**.

Table 4 shows the existing and future level of service and delay results for the signalized and four-way stop intersections in the study area. In general, all these intersections work well now and in the future. **Table 5** shows the existing and future level of service and delay results for the unsignalized intersections in the study area.

Existing Site Access Drives

Two existing drives on St. James Street and on Eastman Street will be removed as part of the new plan and replaced by one inbound drive. They will reduce the conflicts between vehicles and pedestrians walking along the sidewalk. One on-street space will be lost. On Highland Avenue (private) the driveway will be removed and replaced by a single access point into the parking garage.

Highland Avenue and Eastman Street

With the conversion of Highland Avenue to two-way traffic, the north leg of the intersection will have one northbound lane and one southbound lane. There are no stop signs posted at this intersection. To clarify the rights-of-way, stop signs should be installed on the westbound Eastman Street leg and on the eastbound commercial drive. The intersection is currently operating at a good level of service and will continue to operate that way.

Table 5
Intersection Level of Service and Total Delay

Intersection	Morning Peak		Evening Peak	
	2022	2028	2022	2028
Northwest Highway At Vail Avenue	A-8.6	A-8.8	B-14.6	B-11.9
Vail Avenue at Eastman Street	A-7.3	A-7.4	A-7.6	A-7.7

Table 6
Unsignalized Intersection Level of Service and Total Delay

Intersection	Approach	Morning Peak		Evening Peak	
		2022	2028	2022	2028
Vail Avenue At St James Street	EB Approach	A-9.6	A-9.4	A-9.4	A-9.6
	WB Approach	A-9.7	A-9.7	A-9.8	A-9.9
	NB Left	A-7.3	A-7.3	A-7.3	A-7.3
	SB Left	A-7.3	A-7.3	A-7.4	A-7.4
Highland Avenue at St James Street	WB Left	A-7.2		A-7.3	
	NB Approach	A-8.6		A-8.5	
Highland Avenue at Eastman Street	EB Approach	A-8.8	A-9.3	A-9.0	A-9.5
	WB Approach	A-9.1	A-10.0	A-9.1	A-9.7
	NB Left	A-7.2	A-7.3	A-7.2	A-7.3
	SB Left	A-7.3	A-7.3	A-7.2	A-7.4
Northwest Highway and Highland Avenue	EB Left	A-9.3	A-9.3	A-9.7	A-9.9
	SB Approach	B-13.6	C-16.8	B-14.9	C-18.8
Highland Avenue and Site Exit	WB Left		A-9.0		A-8.9
Eastman Street and Site Entrance	EB Left		A-9.2		A-9.4

Northwest Highway and Vail Avenue

The signalized intersection will continue to operate at a good level of service in the future. No additional improvements are required due to the low volume of site generated traffic. Intermittent congestion caused by commuter trains will still occur.

Vail Avenue and Eastman Street

The all-way-stop-controlled intersection is currently operating at a good level of service and will continue to operate that way. No additional improvements are required.

Vail Avenue and St. James Street

St. James Street at Vail Avenue is under stop sign control. The St. James Street approach volumes are low at 33 vph or less which results in minimal delays at the intersection. No improvements are necessary.

Site Access Exit Drive on Highland Avenue (private)

The access drive is proposed to serve as an exit for the parking garage for the development with one outbound lane. The outbound lane will be under stop sign control and restricted to left turns only to the south. It will replace the previous drive serving the office building's surface parking lot. This private section of Highland Avenue will be primarily used by development related traffic, the overall volumes are low and will have a good level of service.

Site Access Entrance Drive on Eastman Street

The access drive is proposed to serve as an entrance for the parking garage for the development with one inbound lane. The intersection will have a good level of service due to the low overall volumes.

Highland Avenue (private) and St. James Street

Highland Avenue (private) is one-way northbound between Eastman Street and St. James Street. During the traffic counts, there were a few vehicles traveling in the southbound direction illegally. Under the proposed development plan, Highland Avenue will not allow southbound traffic from St James Avenue. . After construction, traffic to and from St James Street onto Highland Avenue will be prohibited. Do Not Enter, No Left-turn, and No Right-turn sings will be added.

Highland Avenue and Northwest Highway

The stop-controlled intersection will continue to operate at a good level of service in the future.

4 – PARKING

The parking needs of the project were determined based on the Village Zoning Code, auto ownership census data, national parking sources, and local parking surveys. The project meets the residential zone code requirement of the Village which is one space per studio/1-bedroom apartments and 1.25 spaces for 2-bedroom apartments. In the past, the Village has required higher parking ratios of 1.3 to 1.5 per unit at other apartment projects. As planned, the proposed project has 1.16 bedrooms per unit which is lower that the bedroom counts at these other projects. As a result, a lower parking ratio should be considered.

Proposed Parking Supply

Parking for the development is provided by a combination of surface and garage spaces. The commercial parking consists of 17 parking spaces in the private street (Highland). With the redevelopment of the site from office to residential/restaurant, a separate 19-space parking easement to the west will be terminated. However, the developer will attempt to renegotiate another parking easement to maintain the use of those spaces. For zoning purposes, those nineteen spaces will not be included.

Within the parking garage, 167 parking spaces are provided for the residents including 22 tandem spaces (1.23 spaces per unit).

Existing Surface Parking Usage

EEA inventoried and conducted parking counts at the existing surface parking spaces by the site on Highland Avenue (public and private), Eastman Avenue between Highland and Vail, and on the adjacent easement parking spaces. **Table 7** summarizes the parking demand for a weekday and a Saturday. Overall, the on-street parking spaces are hardly used due to the office buildings being vacant and the four other adjacent users (AT&T, Mobil, Village Bank & Trust, and the Ottilia retail shop) have their own on-site parking lots. Without the easement parking, 18 of the 19 public on-street parking spaces were empty.

Table 7
Existing Surface Parking Usage

Date	Time	Eastman On-street (Highland to Vail)	Highland Public On-street	Highland Private On-Street	On-street Parking Totals	Parking Easement
Inventory		**17**	**2**	**17**	**36**	**19**
Wednesday March 28, 2023	4:00 PM	1	0	0	**1**	4
	4:30 PM	0	0	0	**0**	4
	5:00 PM	0	0	0	**0**	4
	5:30 PM	0	0	0	**0**	2
	6:00 PM	0	0	0	**0**	1
Saturday April 1, 2023	11:30 AM	0	0	0	**0**	2
	Noon	0	0	0	**0**	2
	12:30 PM	0	0	0	**0**	2
	1:00 PM	0	0	0	**0**	1
	8:00 PM	0	0	0	**0**	1

Across St. James Street to the north, Municipal Lot S is available for parking by the public with 176 available spaces. It has a daily fee enforced 5:00 AM to Noon, Monday through Friday. After 12:00 PM and all day on Saturday and Sunday, free unlimited hours of parking are available. No overnight parking is permitted from 2:00 to 5:00 AM without a parking permit. It is heavily used during the weekday by commuters and lightly used on the weekends. At night, it is partially used by Arlington Heights Library patrons. A farmers market takes place on Saturdays on the north half of the lot with parking open on the south half of the lot. It goes from May to October from 8:00 AM to 12:30 PM.

Village Parking Requirements

The parking requirements for the project are based on the Village of Arlington Zoning Code and its parking requirements. The resulting zoning code requirement is 148 spaces (see **Table 8**). The proposed site plan provides 184 parking spaces for the apartments and restaurant which exceeds the required 148 spaces. Please note that 84% of the units are studio or one-bedroom units. For the residential portion of the project, the 142 required residential parking equates to 1.04 spaces per unit or 0.90. spaces per bedroom. No parking variation is necessary for the development.

Table 8
Arlington Heights Zoning Code Requirements

Use	Size	Zoning Code Requirement	Unit %	Required Parking	Provided Parking
Apartment	47 – Studio units	1.0 spaces per 1-bedroom unit	**35%**	**47**	**167**
	67 1-bedroom units		**49%**	**67**	
	22 2-bedroom units	1.25 spaces per 2-bedroom unit	**16%**	**28**	
Restaurant	1,181 square feet public seating area	1 space per 200 square feet of public seating area		**6**	**17**
			Total Spaces	**148**	**184**

Arlington Heights Vehicle Ownership

Residential vehicle ownership data was obtained from the US Census - American Community Survey (2017 to 2023) for rental units within the Village of Arlington Heights. This data set includes all rental units ranging from senior housing, apartments, and rental condominiums to single-family rental homes, so it is conservatively high. **Table 9** summarizes the data and results for the Village as a whole. A more detailed breakdown of this data can be found in the **Appendix**. For the bedroom counts, studio units were considered as one-bedroom units. For all rental units in the village, the average vehicle ownership is 0.76 vehicles per bedroom. Please note that only 44.5% of the units were studio or one-bedroom units which is much lower than the 84% for the project. The proposed building has 158 bedrooms which would need 120 parking spaces based on the 0.76 veh/bedroom ratio. The Census data was also reviewed for the three main census tracts that make up Downtown Arlington Heights (8033, 8034, and 8035). Rental units in the Downtown area have a slightly lower vehicle ownership than Village wide (0.76 vs 0.71 vehicles per unit). The proposed building has 158 bedrooms which would need 111 parking spaces based on the 0.71 veh/bedroom ratio. The proportion of studios/1-bedrooms were higher than the overall Village at 50.9% but still less than the project.

Table 9
Vehicle Ownership at
Rental Units in Arlington Heights

Location	Rental Units	Total Vehicles Available	Vehicles Per Unit	Total Bedrooms	Vehicles Per Bedroom
Downtown	2,052	2,427	1.18	3,426 (1.67 beds/unit)	0.71 veh/bedroom
Village Wide	8,347	11,040	1.32	14,586 (1.74 beds/unit)	0.76 veh/bedroom
Proposed Site	136	167 spaces	1.23	158 (1.16 beds/unit)	1.06 sp/bedroom

National Parking Rates

A review of national survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation*, 5th Edition for the development shows a peak demand of 202 vehicles for the project in **Table 10**. While this is more than the total number of spaces provided, it does not account for the use of public transit and walking adjustments which will reduce the overall parking demand.

The ITE restaurant data was calculated based on square footage and on the number of seats. The preliminary plans for the restaurant show a total of 26 seats which would not support the need for 28 spaces, based on square footage. The parking demand based on seats is 12 spaces.

The Downtown Arlington Heights parking study completed in 2018 included a survey of visitors (not including downtown employees or residents) that indicated that 12% of the visitors do not drive and that, on average, they visit more than one store or restaurant (1.76 stops per trip) further reducing the restaurant demand.

Table 10
National Parking Requirements

Use	Size	Weekday	Saturday
Apartments	33 – Studio units 85 1-bedroom units 18 2-bedroom units	162 1.19 sp/unit 1.05 sp/bedroom	162
Restaurant	1,885 sq. ft.	28	32
	26 seats	12	12
	Total	**184**	**184**

Local Suburban Apartment Rates

Local parking data for similar developments were collected by EEA from the parking study for the Arlington 425 development and from additional locations in the area.

EEA obtained and reviewed the residential parking data provided in Table 6 from the *Arlington 425 Development Traffic and Parking Study* proposed in the southwestern part of Downtown Arlington Heights. That table summarized the parking supply **provided** (not vehicles parked) at 18 apartment developments located near public transit in the suburbs. The parking ratio was calculated on a per unit basis with the average of 1.26 spaces per unit. No information of unit mix and number of bedrooms was provided in the report.

EEA researched the unit mix at each development and recalculated the parking demand on a per bedroom basis. **Table 11** summarizes the results with additional detail in the **Appendix**.

The first two projects in the table were removed because they were originally constructed as condominiums with more parking than an apartment would normally have built. A third project was removed due to the lack of data. The average parking demand dropped from 1.26 to 1.20 space per unit primarily due to the higher condo rates in the original study which is slightly lower than the proposed residential supply of 1.23 spaces per unit. On a per bedroom basis, the average rate is 0.85 spaces per unit. For the proposed 158 bedrooms, the total demand would be 134 spaces.

EEA also collected parking supply and demand data for eight other apartment developments including the number of units, unit mix, spaces provided, and vehicles parked. **Tables 12 and 13** summarizes this information. The results were slightly higher than the data from 425 Arlington report but still show parking demand less that one vehicle per bedroom (0.93) which would predict 147 parked vehicles for the residents.

Table 11
Arlington 425 Parking Data

Project	Location	Total		Spaces Provided	Spaces Per Unit	Spaces per Bedroom
		Units	Bedrooms			
ReNew Five Ninety-Five	Des Plaines	**Removed because they were developed as condominiums and then converted to rentals**				
Kingston Pointe	Des Plaines					
Walker & Parker	Clarendon Hills	42	67	42	1.00	0.63
Forest & Gilbert	Downers Grove	89	120	102	1.15	0.85
Adriatic Cove	Downers Grove	**Data on this project not found**				
Residences at the Grove	Downers Grove	294	423	345	1.17	0.82
100 North Addison	Elmhurst	164	226	199	1.21	0.88
1717 Ridge	Evanston	204	274	205	1.00	0.75
AMLI Evanston	Evanston	214	282	312	1.46	1.11
Central Station	Evanston	80	112	80	1.00	0.71
E2	Evanston	356	483	371	1.04	0.77
Reserve at Evanston	Evanston	195	288	219	1.12	0.76
Midtown Square	Glenview	138	177	160	1.16	0.90
Reserve at Glenview	Glenview	239	387	333	1.39	0.86
Uptown La Grange	La Grange	254	373	336	1.32	0.90
Ninety7Fifty on the Park	Orland Park	295	413	300	1.02	0.73
Wheaton 121	Wheaton	306	394	400	1.31	1.02
Residences of Wilmette	Wilmette	75	119	117	1.56	0.98
	Totals	**2,945**	**4,138 (1.41/unit)**	**3,521**	**1.20**	**0.85**
	Proposed Site	**136**	**158 (1.16/unit)**	**167**	**1.23**	**1.06**

Table 12
Apartment Building Unit Mix and Bedroom Count

Project	Location	Unit Mix						Bedrooms Per Unit
		Studio	1-bed	2-bed	3-bed	Units	Bedrooms	
Hancock Square	Arlington Hts.	30	232	147	0	409	556	1.359
10 North Main	Mount Prospect	14	51	29	3	97	132	1.361
20 West	Mount Prospect	9	41	20	1	71	93	1.310
Maple Street Lofts	Mount Prospect	38	124	30	0	192	222	1.156
One Arlington	Arlington Hts.	51	113	50	0	214	264	1.234
One Wheeling Town Center	Wheeling	11	129	152	9	301	471	1.565
Residences at Payton Place	Arlington Hts.	34	115	87	27	263	404	1.536
Uptown 500	Wheeling	83	102	134	0	319	453	1.420
	Totals	**270**	**907**	**649**	**40**	**1,866**	**2,595**	**1.391**
		14%	**49%**	**35%**	**2%**	**100%**		
Proposed Site		**47**	**67**	**11**	**-**	**136**	**158**	**1.16**

Table 13
Apartment Building Parking Demand

Project	Location	Occupancy Rate	Occupied		Vehicles Parked	Vehicles per	
			Units	Bedrooms		Unit	Bedroom
Hancock Square	Arlington Hts.	96.1%	393	534	483	1.229	0.904
10 North Main	Mount Prospect	96.0%	97	132	129(1)	1.330	0.977
20 West	Mount Prospect	90.1%	64	84	67	1.047	0.800
Maple Street Lofts	Mount Prospect	94.8%	182	210	203	1.115	0.965
One Arlington	Arlington Hts.	97.2%	208	257	272	1.308	1.060
One Wheeling Town Center	Wheeling	90.4%	272	426	361	1.327	0.848
Residences at Payton Place	Arlington Hts.	63.9%	263	404	401(1)	1.525	0.993
Uptown 500	Wheeling	88.7%	283	402	371	1.311	0.923
		Totals	**1,762**	**2,449**	**2,287**	**1.298**	**0.934**
		Proposed Project	**136**	**158**	**167**	**1.23**	**1.06**

(1) Supply data -vehicle usage data not available

Hourly Parking Usage

An analysis of the parking demand for the parking garage (resident only) and the surface parking (residential guests and restaurant customers and staff) though out the weekday and weekend are provided in **Tables 14 and 15**. It is based on the procedures outlined the *Shared Parking Manual* from the Urban Land Institute (ULI). The parking garage peak demand is 158 vehicles within the 167-space parking garage resulting in a surplus of 9 spaces that could be used by guests.

Table 14
Resident Parking Garage Usage
(167 spaces provided)

Period	Weekday Resident	Weekend Resident
6:00 AM	**158.0**	**158.0**
7:00 AM	142.2	142.2
8:00 AM	134.3	134.3
9:00 AM	126.4	126.4
10:00 AM	118.5	118.5
11:00 AM	110.6	110.6
Noon	102.7	102.7
1:00 PM	110.6	110.6
2:00 PM	110.6	110.6
3:00 PM	110.6	110.6
4:00 PM	118.5	118.5
5:00 PM	134.3	134.3
6:00 PM	142.2	142.2
7:00 PM	153.3	153.3
8:00 PM	154.8	154.8
9:00 PM	156.4	156.4
10:00 PM	**158.0**	**158.0**
11:00 PM	**158.0**	**158.0**
Midnight	**158.0**	**158.0**

The on-site surface parking consists of nine parallel spaces along the west side of Highland Avenue (private) and eight perpendicular commercial spaces are located along the east side under the new building for use by the restaurant. **Table 15** shows the projected usage throughout the day. The projected peak demand is 12 vehicles.

Any overflow parking can be accommodated by the 18 available public on-street spaces along Eastman Avenue (16) and Highland Avenue (2). From a practical matter, the location of those spaces relative to the restaurant will result in their use by the restaurant customers in the evening.

Municipal Lot S to the north also has parking spaces available during the evenings during the week and on weekends. After 12:00 PM on weekdays and all day on Saturday and Sunday, free unlimited hours of parking are available at Lot S. The restaurant operating hours will slightly overlap the Farmers Market on Saturdays when overflow parking is not needed.

Table 15
Surface Parking Usage

Period	Restaurant	
	Weekday	Saturday
6:00 AM	1.8	1.0
7:00 AM	3.5	2.3
8:00 AM	4.6	3.5
9:00 AM	5.5	5.0
10:00 AM	6.9	6.3
11:00 AM	8.4	7.1
Noon	10.7	9.3
1:00 PM	10.2	8.8
2:00 PM	7.7	7.3
3:00 PM	5.8	5.8
4:00 PM	6.3	6.0
5:00 PM	9.5	8.0
6:00 PM	10.7	10.0
7:00 PM	**12.0**	**12.0**
8:00 PM	**12.0**	**12.0**
9:00 PM	9.8	7.8
10:00 PM	9.2	7.4
11:00 PM	7.8	6.8
Midnight	3.2	3.9

Parking Recommendation

The residential parking demand for the development was based on the previously mentioned sources on a per unit and per bedroom basis. **Table 16** summarizes the parking source considered and the parking demand based on 136 units. The proposed parking supply exceed the Village Zoning Code requirements by 25 spaces (18%), the census vehicle ownership data, and the surveyed data of similar units. One hundred and sixty-seven residential spaces will more than adequately serve the needs of the residential portion of the development.

It is important to note that parking within the residential portion of the development will not be included as part of the leases for the apartments and an additional monthly fee will be charged to any tenant that desires to park within the development. This will provide economic incentives for tenants to opt out of parking and make better use of alternative travel modes and allow the building management to control the overall number of parked vehicles. The tandem spaces will be managed thru the leasing process and be available for the 15 2-bedroom units and any other unit that may have two persons in that unit.

Table 16
Apartment Parking Summary

Parking Data	Apartment Spaces for 136 units	Spaces per unit	Spaces per Bedroom
Census Data – Village wide	179	**1.32**	0.76
Local Apartment Data	177	**1.30**	0.93
Eastman Proposed Parking Supply	167	**1.23**	1.06
Arlington 425 Data	163	**1.20**	0.85
Institute of Transportation Engineers	162	**1.19**	1.08
Census – Downtown	160	**1.18**	0.71
Zoning Code Requirement	142	**1.04**	0.90

5 - CONCLUSIONS

With the site traffic generated by the project along with other area traffic growth, the traffic analysis developed the following conclusions and recommendations were developed:

1. The proposed development will generate 52 vehicles per hour during the morning peak-hour and 872 trips during the evening peak-hour.
2. Traffic from the former office buildings generated similar volumes in the morning and 18 vph less in the evening.
3. Removal of the two site drives on St. James Street and Eastman Street will reduce the number of vehicular and pedestrian conflict points improving overall safety.
4. The street network can accommodate the additional traffic from the proposed project and future traffic growth.
5. The location of the site and the availability of public transportation, walking and biking will minimize the volume of vehicular traffic generated by the site.
6. The private portion of Highland Avenue will be widened to allow two-way traffic, which is occurring today, and has parallel parking on its west side and perpendicular parking on the east side. Access to St. James will be limited to emergency vehicles.
7. With the conversion of Highland Avenue to two-way traffic stop signs should be installed on westbound Eastman Street and at the eastbound commercial drive.
8. The proposed parking plan exceeds the 148 parking spaces required by code with 184 spaces.
9. The 167-space parking garage will exceed the anticipated demand of 158 vehicles for the residents.
10. Seventeen surface parking spaces will be used by the restaurant customers and staff.

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Appendix

- **Existing 2022 Traffic Counts**
- **CMAP Letter**
- **ITE Trip/Parking Calculations**
- **Apartment Parking Data**
- **Intersection Capacity Analyses**
    - **2022 Existing Conditions**
    - **2028 Total Traffic Volumes**

US 14 - Northwest Highway at Vail Avenue

Arlington Heights, IL															
	Vail Avenue Southbound			Northwest Hwy Westbound			Vail Avenue Northbound			Northwest Hwy Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Wednesday June 1, 2022														
7:00 AM	1	1	1	2	69	5	6	5	4	5	84	0	183	998	0.84
7:15 AM	1	2	0	5	112	10	18	4	5	6	85	0	248	1135	0.89
7:30 AM	2	4	0	2	101	9	12	8	10	7	113	3	271	1167	0.91
7:45 AM	0	3	2	2	118	5	14	5	1	12	134	0	296	**1180**	**0.92**
8:00 AM	2	4	0	3	141	6	19	4	8	9	117	7	320	1146	0.90
8:15 AM	0	5	2	5	117	6	8	6	3	4	122	2	280		
8:30 AM	0	1	3	1	126	10	5	4	3	14	116	1	284		
8:45 AM	1	7	1	2	101	9	9	7	1	5	117	2	262		
Total	7	27	9	22	885	60	91	43	35	62	888	15			
7:45-8:45 AM	**2**	**13**	**7**	**11**	**502**	**27**	**46**	**19**	**15**	**39**	**489**	**10**	**1180**		
4:00 PM	0	20	1	9	153	19	14	5	9	19	119	4	372	1557	0.90
4:15 PM	1	5	4	6	147	15	21	11	1	14	149	6	380	1592	0.92
4:30 PM	1	9	5	2	137	16	18	15	7	13	145	6	374	1589	0.92
4:45 PM	3	9	1	3	178	21	23	8	7	21	151	6	431	**1626**	**0.94**
5:00 PM	2	8	9	6	176	10	18	14	9	15	137	3	407	1532	0.93
5:15 PM	0	11	3	3	169	26	16	7	9	13	114	6	377		
5:30 PM	0	7	0	8	155	21	34	14	9	21	134	8	411		
5:45 PM	3	6	1	4	125	16	18	14	4	19	118	9	337		
Total	10	75	24	41	1240	144	162	88	55	135	1067	48			
4:45-5:45 PM	**5**	**35**	**13**	**20**	**678**	**78**	**91**	**43**	**34**	**70**	**536**	**23**	**1626**		

Highland Avenue at St James Street

Arlington Heights, IL															
	Highland Avenue Southbound			St James Street Westbound			Highland Avenue Northbound			St James Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Thursday June 2, 2022														
7:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5	18	0.64
7:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3	14	0.50
7:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3	14	0.50
7:45 AM	0	0	0	0	2	0	0	0	0	0	5	0	7	**13**	**0.46**
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	12	0.50
8:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3		
8:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2		
8:45 AM	0	0	0	0	1	0	2	0	0	0	3	0	6		
Total	0	0	0	0	8	0	3	0	0	0	19	0			
7:45-8:45 AM	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**9**	**0**	**13**		
4:00 PM	0	0	0	0	6	0	1	0	0	0	1	0	8	39	0.89
4:15 PM	0	0	0	0	3	0	3	0	0	0	3	0	9	34	0.77
4:30 PM	0	0	0	0	4	0	3	0	0	1	3	0	11	34	0.77
4:45 PM	0	0	0	0	6	0	2	0	0	0	3	0	11	**31**	**0.70**
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	3	24	0.67
5:15 PM	0	0	0	0	6	0	0	0	0	0	3	0	9		
5:30 PM	0	0	0	0	5	0	0	0	0	1	2	0	8		
5:45 PM	0	0	0	0	1	0	1	0	0	0	2	0	4		
Total	0	0	0	0	31	0	13	0	0	2	17	0			
4:45-5:45 PM	**0**	**0**	**0**	**0**	**17**	**0**	**5**	**0**	**0**	**1**	**8**	**0**	**31**		

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Vail Avenue at Eastman Street

Arlington Heights, IL																
	Vail Avenue Southbound			Eastman Street Westbound			Vail Avenue Northbound			Eastman Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Thursday June 2, 2022														
7:00 AM	0	2	0	0	3	3	1	1	0	0	0	0	10	87	0.73
7:15 AM	0	5	0	1	4	1	2	6	0	0	3	0	22	110	0.83
7:30 AM	0	3	0	1	7	2	5	8	0	1	2	1	30	119	0.90
7:45 AM	0	7	1	0	9	0	1	5	1	0	1	0	25	**114**	**0.86**
8:00 AM	1	8	3	3	2	1	3	7	1	1	2	1	33	131	0.78
8:15 AM	1	6	1	1	3	2	1	13	0	1	0	2	31		
8:30 AM	0	8	2	0	3	0	5	7	0	0	0	0	25		
8:45 AM	0	9	3	2	2	6	4	14	0	0	2	0	42		
Total	2	48	10	8	33	15	22	61	2	3	10	4			
7:45-8:45 AM	**2**	**29**	**7**	**4**	**17**	**3**	**10**	**32**	**2**	**2**	**3**	**3**	**114**		
4:00 PM	2	8	1	1	9	8	6	10	0	1	5	0	51	168	0.74
4:15 PM	0	9	2	0	3	2	1	12	0	2	1	0	32	155	0.68
4:30 PM	1	12	4	0	4	2	4	23	1	2	3	1	57	166	0.73
4:45 PM	3	1	1	1	6	3	5	7	0	0	1	0	28	**154**	**0.86**
5:00 PM	1	8	2	0	7	2	3	10	1	1	2	1	38	164	0.91
5:15 PM	0	15	8	1	1	4	4	9	0	0	0	1	43		
5:30 PM	0	5	1	0	9	5	5	19	0	0	1	0	45		
5:45 PM	2	9	3	1	4	4	3	11	0	0	1	0	38		
Total	9	67	22	4	43	30	31	101	2	6	14	3			
4:45-5:45 PM	**4**	**29**	**12**	**2**	**23**	**14**	**17**	**45**	**1**	**1**	**4**	**2**	**154**		

ERIKSSON ENGINEERING ASSOCIATES, LTD.

Vail Avenue at St James Street

Arlington Heights, IL																
	Vail Avenue Southbound			St James Street Westbound			Vail Avenue Northbound			St James Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Tuesday May 31, 2022														
7:00 AM	2	3	0	0	0	0	0	5	0	0	1	0	11	74	0.71
7:15 AM	0	6	1	1	2	0	2	8	1	1	0	1	23	85	0.82
7:30 AM	0	3	0	0	1	0	0	9	0	0	1	0	14	89	0.82
7:45 AM	2	8	2	0	2	1	1	7	0	1	2	0	26	**104**	**0.90**
8:00 AM	0	5	1	0	2	0	0	9	3	0	2	0	22	95	0.82
8:15 AM	1	9	1	0	2	2	1	8	1	0	2	0	27		
8:30 AM	1	6	1	1	0	0	1	13	2	3	1	0	29		
8:45 AM	0	6	1	0	0	0	1	9	0	0	0	0	17		
Total	6	46	7	2	9	3	6	68	7	5	9	1			
7:45-8:45 AM	**4**	**28**	**5**	**1**	**6**	**3**	**3**	**37**	**6**	**4**	**7**	**0**	**104**		
4:00 PM	1	14	0	2	2	4	1	15	2	0	1	1	43	148	0.86
4:15 PM	0	11	1	2	5	6	0	9	0	0	1	2	37	143	0.92
4:30 PM	1	9	2	3	4	1	2	11	0	2	1	3	39	147	0.90
4:45 PM	1	6	2	0	3	4	1	10	0	1	0	1	29	**149**	**0.91**
5:00 PM	0	12	1	0	3	3	0	10	2	3	1	3	38	151	0.92
5:15 PM	1	12	2	1	4	5	1	8	0	3	2	2	41		
5:30 PM	3	6	1	1	5	1	1	18	1	0	2	2	41		
5:45 PM	1	15	1	1	1	0	0	11	0	1	0	0	31		
Total	8	85	10	10	27	24	6	92	5	10	8	14			
4:45-5:45 PM	**5**	**36**	**6**	**2**	**15**	**13**	**3**	**46**	**3**	**7**	**5**	**8**	**149**		

Highland Avenue at Eastman Street

Arlington Heights, IL																
	Highland Avenue Southbound			Eastman Street Westbound			Highland Avenue Northbound			Eastman Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Wednesday June 1, 2022														
7:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	3	27	0.68
7:15 AM	0	1	0	0	0	3	1	0	0	0	0	0	5	30	0.75
7:30 AM	0	0	0	0	0	6	2	1	0	0	0	0	9	46	0.55
7:45 AM	0	0	0	0	0	8	2	0	0	0	0	0	10	**48**	**0.57**
8:00 AM	0	0	0	1	1	2	2	0	0	0	0	0	6	48	0.57
8:15 AM	0	0	0	0	3	8	1	4	3	1	1	0	21		
8:30 AM	0	1	0	0	1	4	0	1	1	1	1	1	11		
8:45 AM	0	0	0	1	2	3	0	3	1	0	0	0	10		
Total	0	2	0	2	7	36	9	9	5	2	2	1			
7:45-8:45 AM	**0**	**1**	**0**	**1**	**5**	**22**	**5**	**5**	**4**	**2**	**2**	**1**	**48**		
4:00 PM	0	0	0	1	1	6	0	2	2	1	1	0	14	65	0.81
4:15 PM	0	2	0	1	1	5	0	1	3	2	3	1	19	70	0.88
4:30 PM	0	1	0	0	0	9	1	0	0	0	1	0	12	63	0.79
4:45 PM	0	1	0	0	0	6	2	2	1	3	5	0	20	**57**	**0.71**
5:00 PM	0	1	0	0	2	8	1	1	2	2	2	0	19	49	0.64
5:15 PM	0	0	1	0	1	4	1	1	1	1	2	0	12		
5:30 PM	0	0	0	1	0	0	2	1	2	0	0	0	6		
5:45 PM	0	0	0	2	0	3	1	5	0	0	1	0	12		
Total	0	5	1	5	5	41	8	13	11	9	15	1			
4:45-5:45 PM	**0**	**2**	**1**	**1**	**3**	**18**	**6**	**5**	**6**	**6**	**9**	**0**	**57**		

US 14 - Northwest Highway at Highland Avenue

Arlington Heights, IL															
	Highland Avenue Southbound			Northwest Hwy Westbound			Highland Avenue Northbound			Northwest Hwy Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Wednesday June 1, 2022														
7:00 AM	2	0	0	0	57	0	0	0	0	0	85	1	145	769	0.81
7:15 AM	11	0	1	0	73	0	0	0	0	0	91	0	176	897	0.82
7:30 AM	4	0	0	0	120	0	0	0	0	0	111	1	236	1027	0.84
7:45 AM	2	0	0	0	113	0	0	0	0	0	93	4	212	**1013**	**0.83**
8:00 AM	9	0	1	0	138	0	0	0	0	0	123	2	273	1047	0.86
8:15 AM	3	0	1	2	143	0	0	0	0	0	153	4	306		
8:30 AM	7	0	1	3	94	0	0	0	0	0	115	2	222		
8:45 AM	2	0	0	1	100	0	0	0	0	0	140	3	246		
Total	40	0	4	6	838	0	0	0	0	0	911	17			
7:45-8:45 AM	**21**	**0**	**3**	**5**	**488**	**0**	**0**	**0**	**0**	**0**	**484**	**12**	**1013**		
4:00 PM	5	0	1	0	182	0	0	0	0	0	149	0	337	1265	0.94
4:15 PM	0	0	0	2	146	0	0	0	0	0	142	0	290	1265	0.94
4:30 PM	7	0	2	0	163	0	0	0	0	0	160	0	332	1318	0.96
4:45 PM	6	0	0	1	151	0	0	0	0	0	148	0	306	**1268**	**0.92**
5:00 PM	10	0	2	3	157	0	0	0	0	0	162	3	337	1269	0.92
5:15 PM	6	0	0	1	177	0	0	0	0	0	158	1	343		
5:30 PM	4	0	2	4	143	0	0	0	0	0	129	0	282		
5:45 PM	1	0	3	2	142	0	0	0	0	0	157	2	307		
Total	39	0	10	13	1261	0	0	0	0	0	1205	6			
4:45-5:45 PM	**26**	**0**	**4**	**9**	**628**	**0**	**0**	**0**	**0**	**0**	**597**	**4**	**1268**		

City: Arlington Heights
Count Location: Highland Ave. and Eastman St. / Parking Lot
Study Date: – June 1st, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	South Approach	Total Bikers
7:00-7:15 a.m.	0	1	0	0	1
7:15-7:30 a.m.	0	0	0	0	0
7:30-7:45 a.m.	0	0	0	0	0
7:45-8:00 a.m.	0	0	0	0	0
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	1	0	0	1
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	1	0	0	0	1
Morning Totals	**1**	**2**	**0**	**0**	**3**
4:00-4:15 p.m.	0	0	0	0	0
4:15-4:30 p.m.	0	0	0	0	0
4:30-4:45 p.m.	0	0	0	0	0
4:45-5:00 p.m.	1	0	0	0	1
5:00-5:15 p.m.	0	0	0	0	0
5:15-5:30 p.m.	0	0	0	0	0
5:30-5:45 p.m.	0	0	0	0	0
5:45-6:00 p.m.	0	0	0	0	0
Afternoon Totals	**1**	**0**	**0**	**0**	**1**

City: Arlington Heights
Count Location: Highland Ave. and Eastman St. / Parking Lot
Study Date: – June 1st, 2022 (Pedestrian Crosswalk Counts)

Time	East Crosswalk	West Crosswalk	North Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	0	0	0	0	3
7:15-7:30 a.m.	0	0	0	0	14
7:30-7:45 a.m.	0	0	0	0	8
7:45-8:00 a.m.	0	0	0	1	8
8:00-8:15 a.m.	0	0	0	0	6
8:15-8:30 a.m.	0	0	0	1	4
8:30-8:45 a.m.	0	0	0	0	2
8:45-9:00 a.m.	0	0	0	1	3
Morning Totals	**0**	**0**	**0**	**3**	**3**
4:00-4:15 p.m.	0	0	0	1	1
4:15-4:30 p.m.	1	0	0	1	2
4:30-4:45 p.m.	1	0	0	1	2
4:45-5:00 p.m.	0	0	0	0	0
5:00-5:15 p.m.	0	0	0	1	1
5:15-5:30 p.m.	0	0	0	4	4
5:30-5:45 p.m.	0	0	0	3	3
5:45-6:00 p.m.	1	0	0	0	1
Afternoon Totals	**3**	**0**	**0**	**11**	**14**

City: Arlington Heights
Count Location: Highland Ave. and Northwest Highway
Study Date: – June 7th, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	Total Bikers
7:00-7:15 a.m.	0	3	0	3
7:15-7:30 a.m.	0	0	0	0
7:30-7:45 a.m.	0	0	0	0
7:45-8:00 a.m.	0	0	0	0
8:00-8:15 a.m.	0	0	0	0
8:15-8:30 a.m.	0	0	0	0
8:30-8:45 a.m.	0	0	0	0
8:45-9:00 a.m.	0	0	0	0
Morning Totals	**0**	**3**	**0**	**3**
4:00-4:15 p.m.	0	0	0	0
4:15-4:30 p.m.	0	0	0	0
4:30-4:45 p.m.	0	0	0	0
4:45-5:00 p.m.	0	0	0	0
5:00-5:15 p.m.	0	0	1	1
5:15-5:30 p.m.	0	0	0	0
5:30-5:45 p.m.	0	0	0	0
5:45-6:00 p.m.	0	0	0	0
Afternoon Totals	**0**	**0**	**1**	**1**

City: Arlington Heights
Count Location: Highland Ave. and Northwest Highway
Study Date: – June 7th, 2022 (Pedestrian Crosswalk Counts)

Time	Across NW Highway	Across Highland	Total Pedestrians
7:00-7:15 a.m.	0	0	0
7:15-7:30 a.m.	0	0	0
7:30-7:45 a.m.	0	0	0
7:45-8:00 a.m.	2	3	5
8:00-8:15 a.m.	2	3	5
8:15-8:30 a.m.	1	2	3
8:30-8:45 a.m.	4	5	9
8:45-9:00 a.m.	0	0	0
Morning Totals	**9**	**13**	**22**
4:00-4:15 p.m.	1	3	4
4:15-4:30 p.m.	0	0	0
4:30-4:45 p.m.	0	5	5
4:45-5:00 p.m.	0	5	5
5:00-5:15 p.m.	1	4	5
5:15-5:30 p.m.	1	3	4
5:30-5:45 p.m.	0	6	6
5:45-6:00 p.m.	0	4	4
Afternoon Totals	**3**	**30**	**33**

City: Arlington Heights
Count Location: Highland Ave. and St. James St.
Study Date: – June 2nd, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	South Approach	Total Bikers
7:00-7:15 a.m.	0	0	0	0
7:15-7:30 a.m.	0	0	0	0
7:30-7:45 a.m.	0	1	0	1
7:45-8:00 a.m.	0	0	0	0
8:00-8:15 a.m.	1	0	0	1
8:15-8:30 a.m.	0	0	0	0
8:30-8:45 a.m.	0	0	0	0
8:45-9:00 a.m.	0	0	0	0
Morning Totals	**1**	**1**	**0**	**2**
4:00-4:15 p.m.	3	0	0	3
4:15-4:30 p.m.	0	0	0	0
4:30-4:45 p.m.	0	0	0	0
4:45-5:00 p.m.	0	0	0	0
5:00-5:15 p.m.	0	6	0	6
5:15-5:30 p.m.	0	1	0	1
5:30-5:45 p.m.	1	0	0	1
5:45-6:00 p.m.	0	0	0	0
Afternoon Totals	**4**	**7**	**0**	**11**

City: Arlington Heights
Count Location: Highland Ave. and St. James St.
Study Date: – June 2nd, 2022 (Pedestrian Counts)

Time	East Crosswalk	West Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	0	0	0	0
7:15-7:30 a.m.	0	0	2	2
7:30-7:45 a.m.	0	0	0	0
7:45-8:00 a.m.	0	0	0	0
8:00-8:15 a.m.	0	0	0	0
8:15-8:30 a.m.	0	0	0	0
8:30-8:45 a.m.	0	0	1	1
8:45-9:00 a.m.	0	0	0	0
Morning Totals	**0**	**0**	**3**	**3**
4:00-4:15 p.m.	0	0	0	0
4:15-4:30 p.m.	0	0	0	0
4:30-4:45 p.m.	0	1	0	1
4:45-5:00 p.m.	0	0	4	4
5:00-5:15 p.m.	0	0	2	2
5:15-5:30 p.m.	0	0	0	0
5:30-5:45 p.m.	0	0	1	1
5:45-6:00 p.m.	0	0	0	0
Afternoon Totals	**0**	**1**	**7**	**8**

City: Arlington Heights
Count Location: Vail Ave. and Northwest Highway
Study Date: – June 1st, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	South Approach	Total Bikers
7:00-7:15 a.m.	1	0	0	0	1
7:15-7:30 a.m.	0	0	0	0	0
7:30-7:45 a.m.	0	0	0	0	0
7:45-8:00 a.m.	0	0	0	0	0
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	0	0	0	0
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	0	0	0	0	1
Morning Totals	**1**	**0**	**0**	**0**	**1**
4:00-4:15 p.m.	0	0	1	0	1
4:15-4:30 p.m.	0	0	0	0	0
4:30-4:45 p.m.	1	0	0	0	1
4:45-5:00 p.m.	0	0	0	0	0
5:00-5:15 p.m.	0	0	0	0	0
5:15-5:30 p.m.	0	0	0	1	1
5:30-5:45 p.m.	0	2	0	1	3
5:45-6:00 p.m.	0	0	1	0	1
Afternoon Totals	**1**	**2**	**2**	**2**	**7**

City: Arlington Heights
Count Location: Vail Ave. and Northwest Highway
Study Date: – June 1st, 2022 (Pedestrian Crosswalk Counts)

Time	East Crosswalk	West Crosswalk	North Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	1	8	0	1	10
7:15-7:30 a.m.	8	11	4	1	24
7:30-7:45 a.m.	3	4	2	0	9
7:45-8:00 a.m.	3	2	2	0	7
8:00-8:15 a.m.	3	11	2	0	16
8:15-8:30 a.m.	0	5	0	3	8
8:30-8:45 a.m.	5	4	1	2	12
8:45-9:00 a.m.	0	1	1	0	2
Morning Totals	**23**	**46**	**12**	**7**	**88**
4:00-4:15 p.m.	2	0	2	4	8
4:15-4:30 p.m.	3	15	0	1	19
4:30-4:45 p.m.	1	8	0	0	9
4:45-5:00 p.m.	5	5	0	1	11
5:00-5:15 p.m.	5	5	1	2	13
5:15-5:30 p.m.	9	10	4	4	27
5:30-5:45 p.m.	3	20	3	3	29
5:45-6:00 p.m.	7	15	3	1	26
Afternoon Totals	**35**	**78**	**13**	**16**	**142**

City: Arlington Heights
Count Location: Vail Ave. and St. James St.
Study Date: – May 31st, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	South Approach	Total Bikers
7:00-7:15 a.m.	1	0	0	0	1
7:15-7:30 a.m.	0	0	0	0	0
7:30-7:45 a.m.	0	0	0	0	0
7:45-8:00 a.m.	0	0	0	0	0
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	0	0	0	0
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	0	0	0	1	1
Morning Totals	**1**	**0**	**0**	**1**	**2**
4:00-4:15 p.m.	0	0	0	0	0
4:15-4:30 p.m.	2	0	0	0	2
4:30-4:45 p.m.	0	0	0	0	0
4:45-5:00 p.m.	0	1	0	0	1
5:00-5:15 p.m.	1	0	0	0	1
5:15-5:30 p.m.	2	1	1	0	4
5:30-5:45 p.m.	6	2	0	0	8
5:45-6:00 p.m.	0	0	0	2	2
Afternoon Totals	**11**	**4**	**1**	**2**	**18**

City: Arlington Heights
Count Location: Vail Ave. and St. James St.
Study Date: – May 31st, 2022 (Pedestrian Crosswalk Counts)

Time	East Crosswalk	West Crosswalk	North Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	0	3	0	3	6
7:15-7:30 a.m.	4	9	2	2	17
7:30-7:45 a.m.	2	6	1	0	9
7:45-8:00 a.m.	0	5	1	2	8
8:00-8:15 a.m.	0	6	2	0	8
8:15-8:30 a.m.	0	1	0	1	2
8:30-8:45 a.m.	1	3	1	1	6
8:45-9:00 a.m.	0	0	0	0	0
Morning Totals	**7**	**33**	**7**	**9**	**56**
4:00-4:15 p.m.	0	3	2	0	5
4:15-4:30 p.m.	1	0	1	0	2
4:30-4:45 p.m.	4	6	0	0	10
4:45-5:00 p.m.	3	7	4	0	14
5:00-5:15 p.m.	0	2	2	0	4
5:15-5:30 p.m.	1	10	0	0	11
5:30-5:45 p.m.	1	9	7	0	17
5:45-6:00 p.m.	2	6	0	1	9
Afternoon Totals	**12**	**43**	**16**	**1**	**72**

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

May 5, 2022

Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering
Eriksson Engineering Associates, Ltd.
145 Commerce Drive
Suite A
Grayslake, IL 60030

Subject: ***Northwest Highway @ Vail Avenue***
IDOT

Dear Mr. Corcoran:

In response to a request made on your behalf and dated May 5, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
NW Highway, @ Vail Avenue	15,800	19,700
Vail Avenue, @ NW Highway	700	800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2022_ForecastTraffic\ArlingtonHeights\ck-58-22\ck-58-22.docx

TRAFFIC FORECAST RECORD

Record Number: ck-58-22
Type of Report: Projection
Year Sought: 2050
Analyst: JAR
Organization requesting forecast: Eriksson Engineering Associates
Contact: Stephen B. Corcoran, P.E. , PTOE
Email or Phone scorcoran@eea-ltd.com
Sponsor: IDOT
Date request was received: May 5, 2022
Date that response was emailed: May 5, 2022
Facility Location: Northwest Highway @ Vail Avenue
Municipality: Arlington Heights

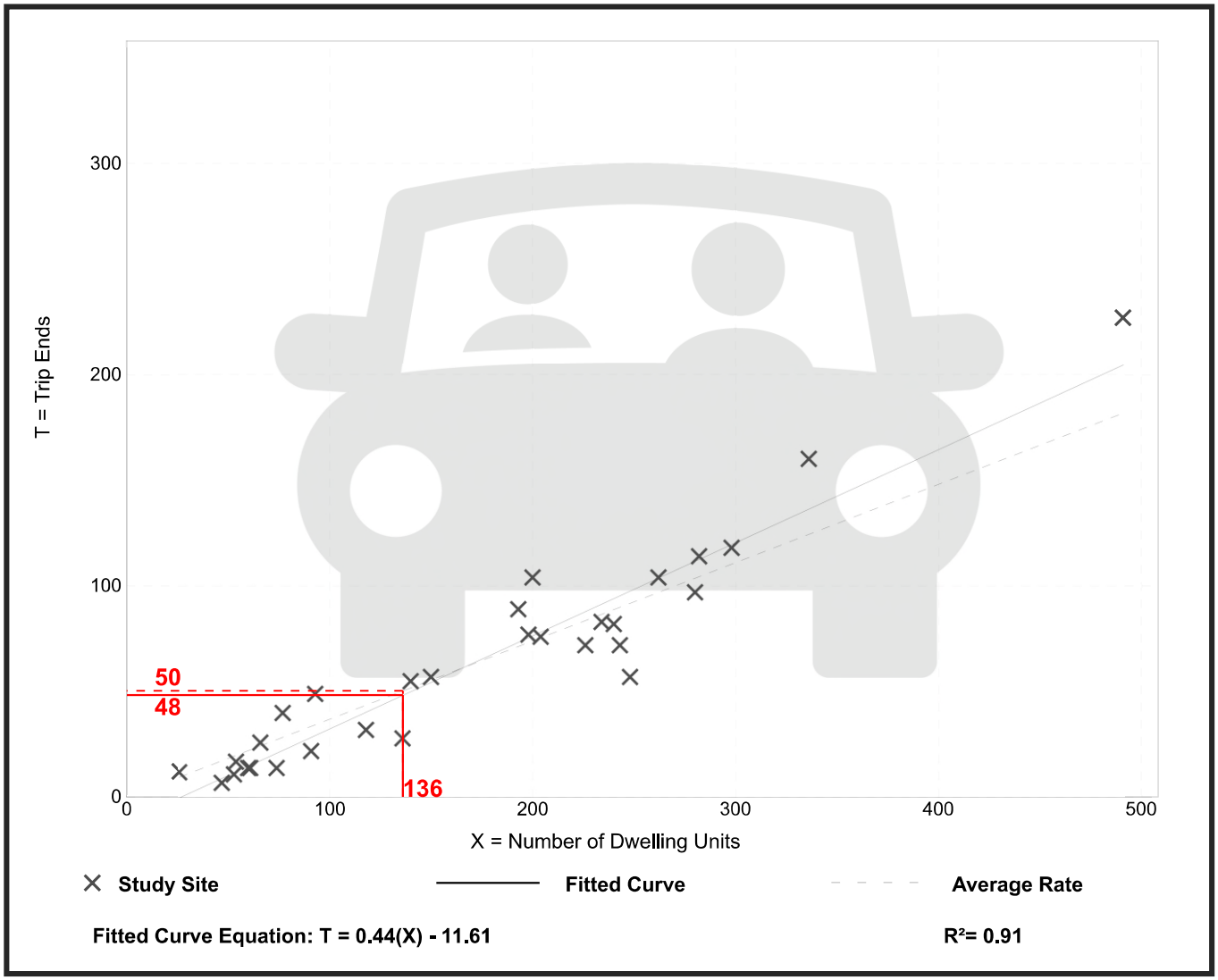
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	30
Avg. Num. of Dwelling Units:	173
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



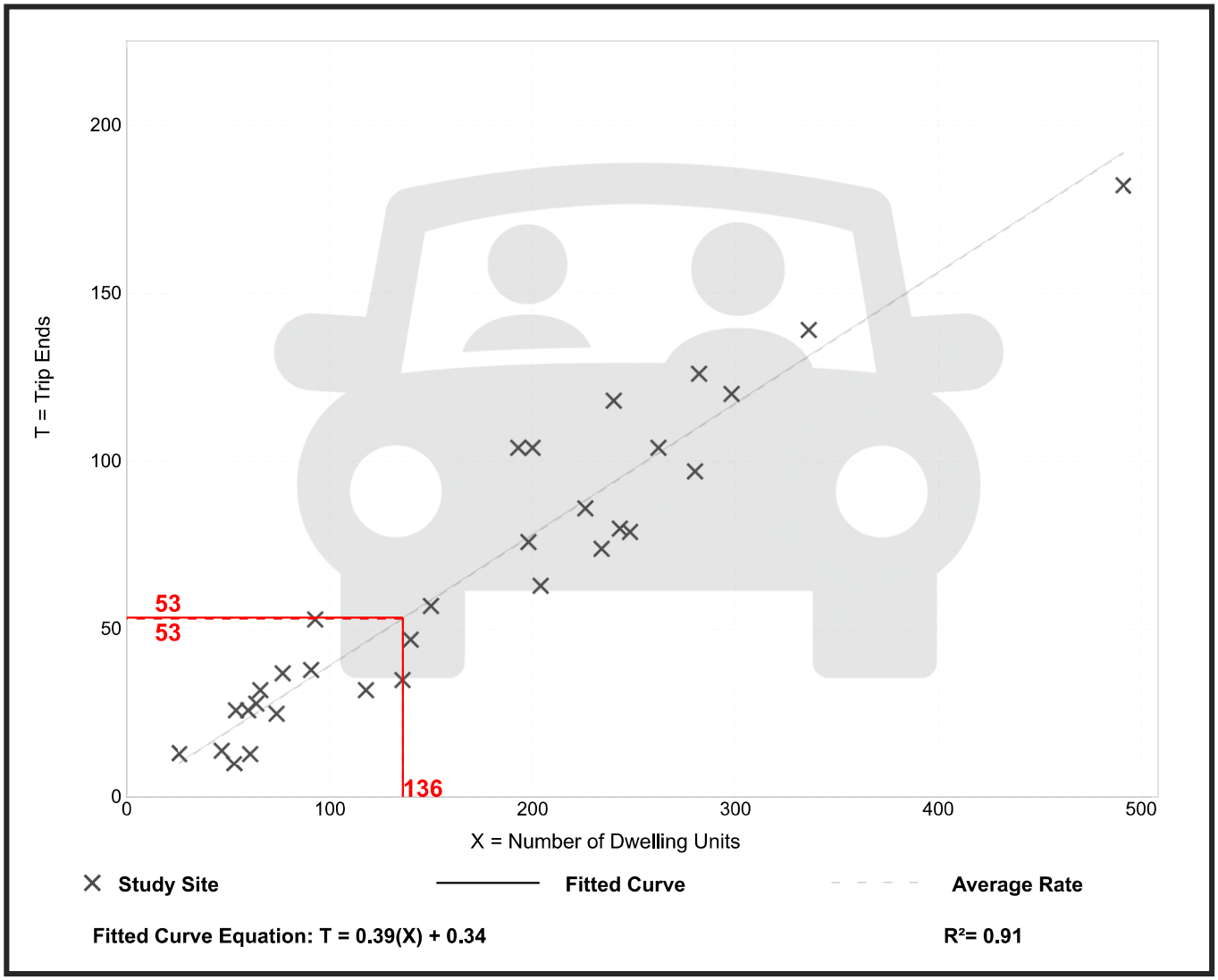
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
Avg. Num. of Dwelling Units:	169
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



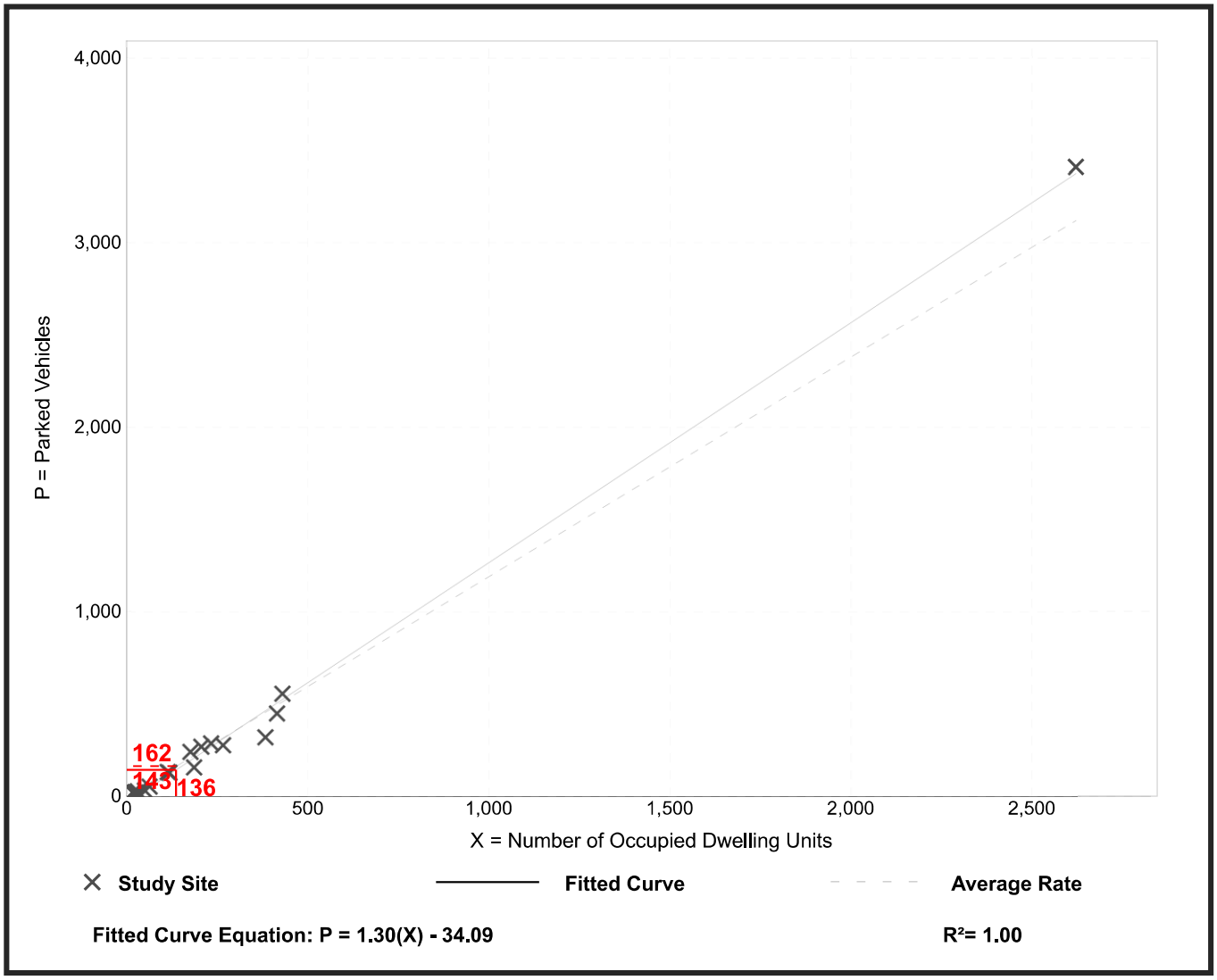
Multifamily Housing (Mid-Rise)
(221)

Peak Period Parking Demand vs: **Occupied Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban (< 1/2 mile to rail transit)**
Peak Period of Parking Demand: **10:00 p.m. - 5:00 a.m.**
Number of Studies: 18
Avg. Num. of Occupied Dwelling Units: 299

Peak Period Parking Demand per Occupied Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.19	0.55 - 1.37	0.84 / 1.30	***	0.19 (16%)

Data Plot and Equation



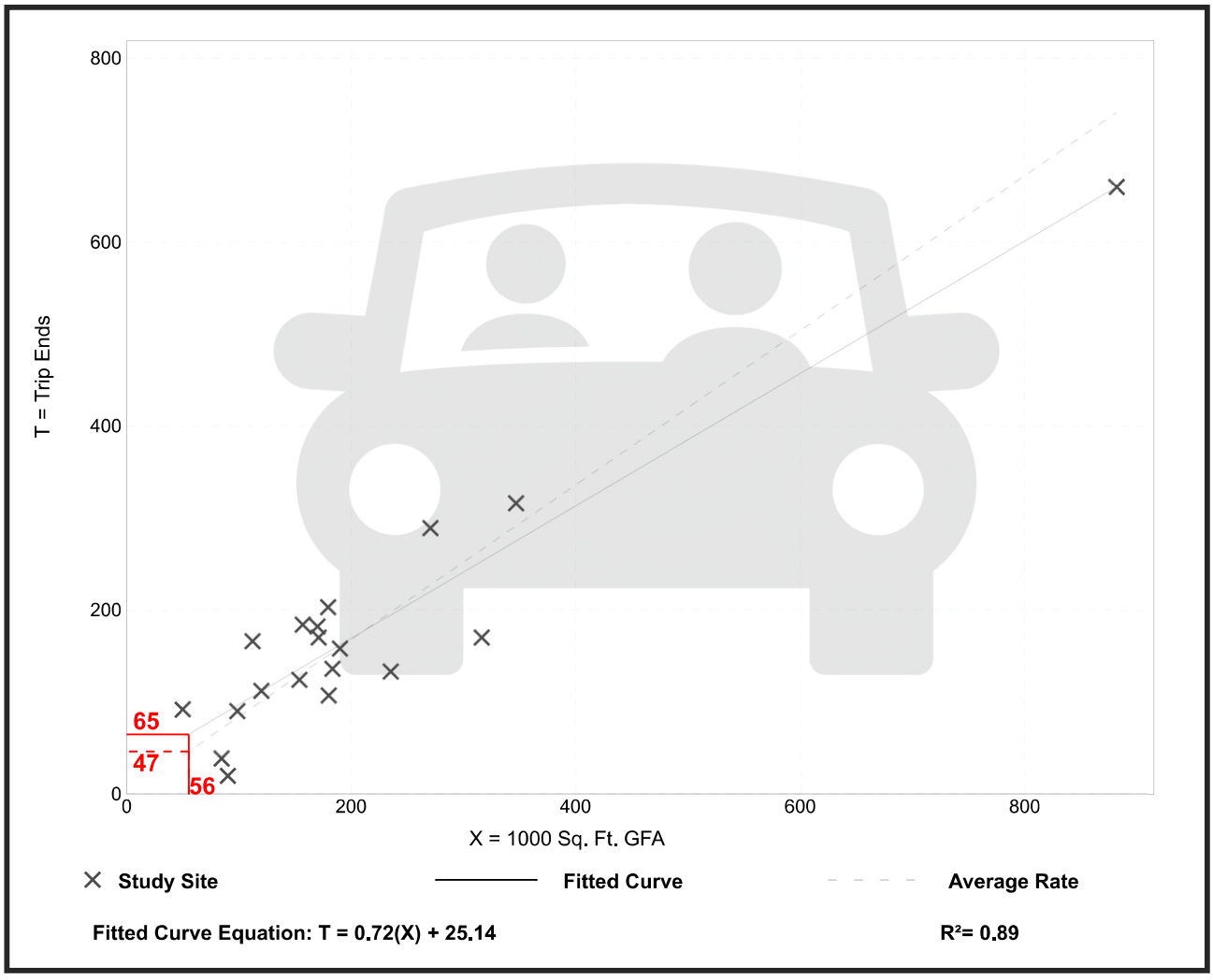
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 210
Directional Distribution: 87% entering, 13% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.84	0.22 - 1.84	0.27

Data Plot and Equation



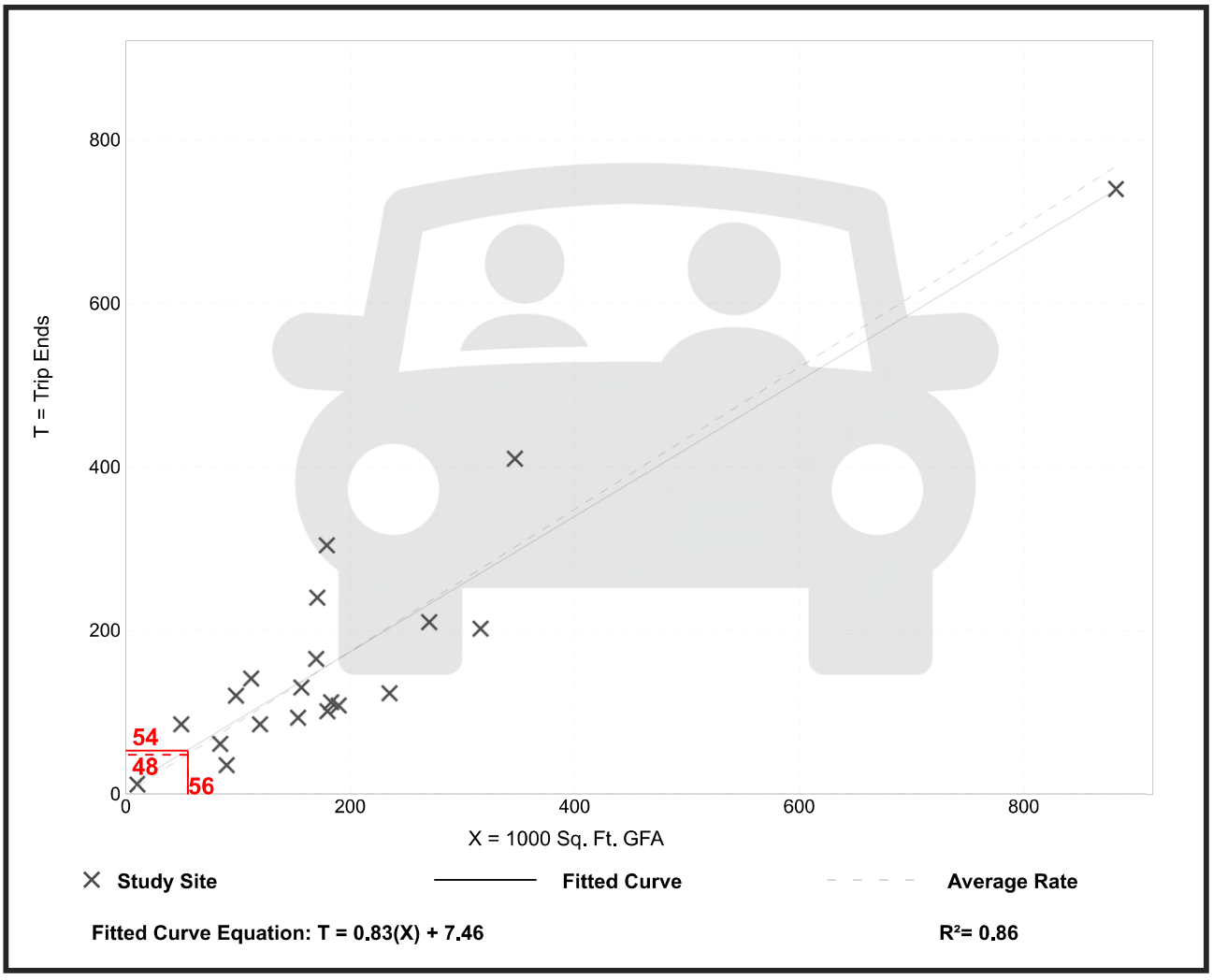
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 200
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.87	0.39 - 1.70	0.33

Data Plot and Equation



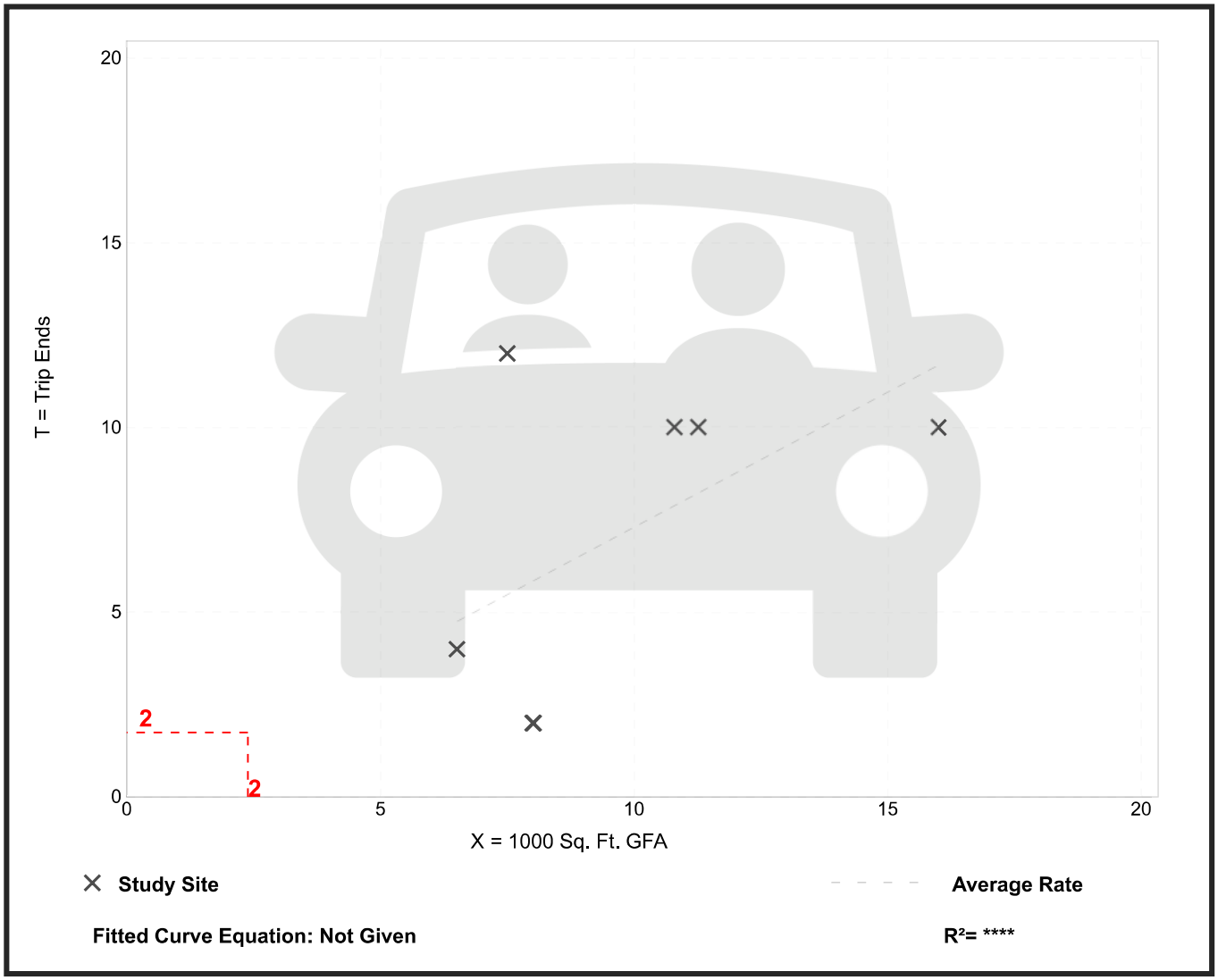
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 10
Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.73	0.25 - 1.60	0.42

Data Plot and Equation



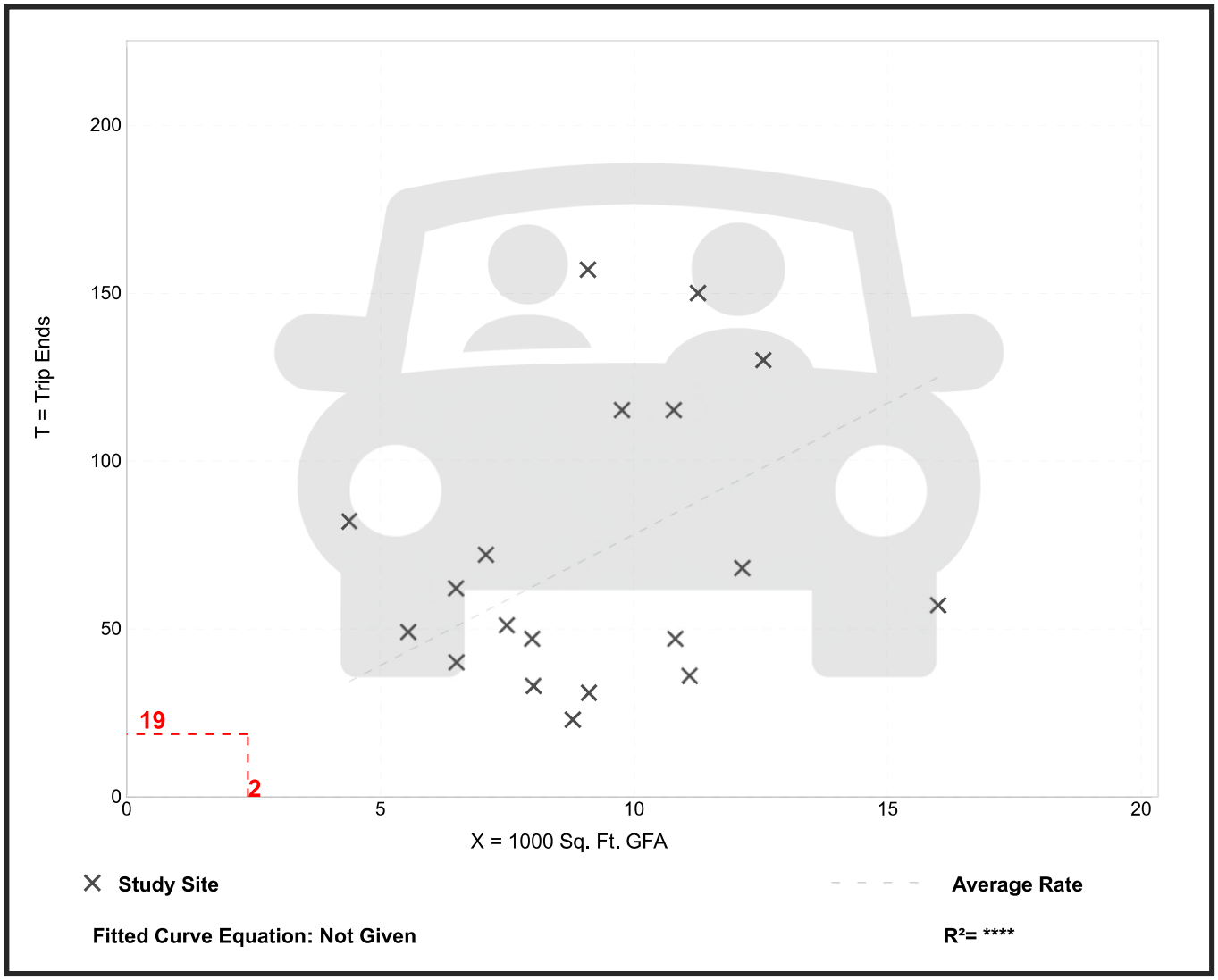
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	19
Avg. 1000 Sq. Ft. GFA:	9
Directional Distribution:	67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49

Data Plot and Equation



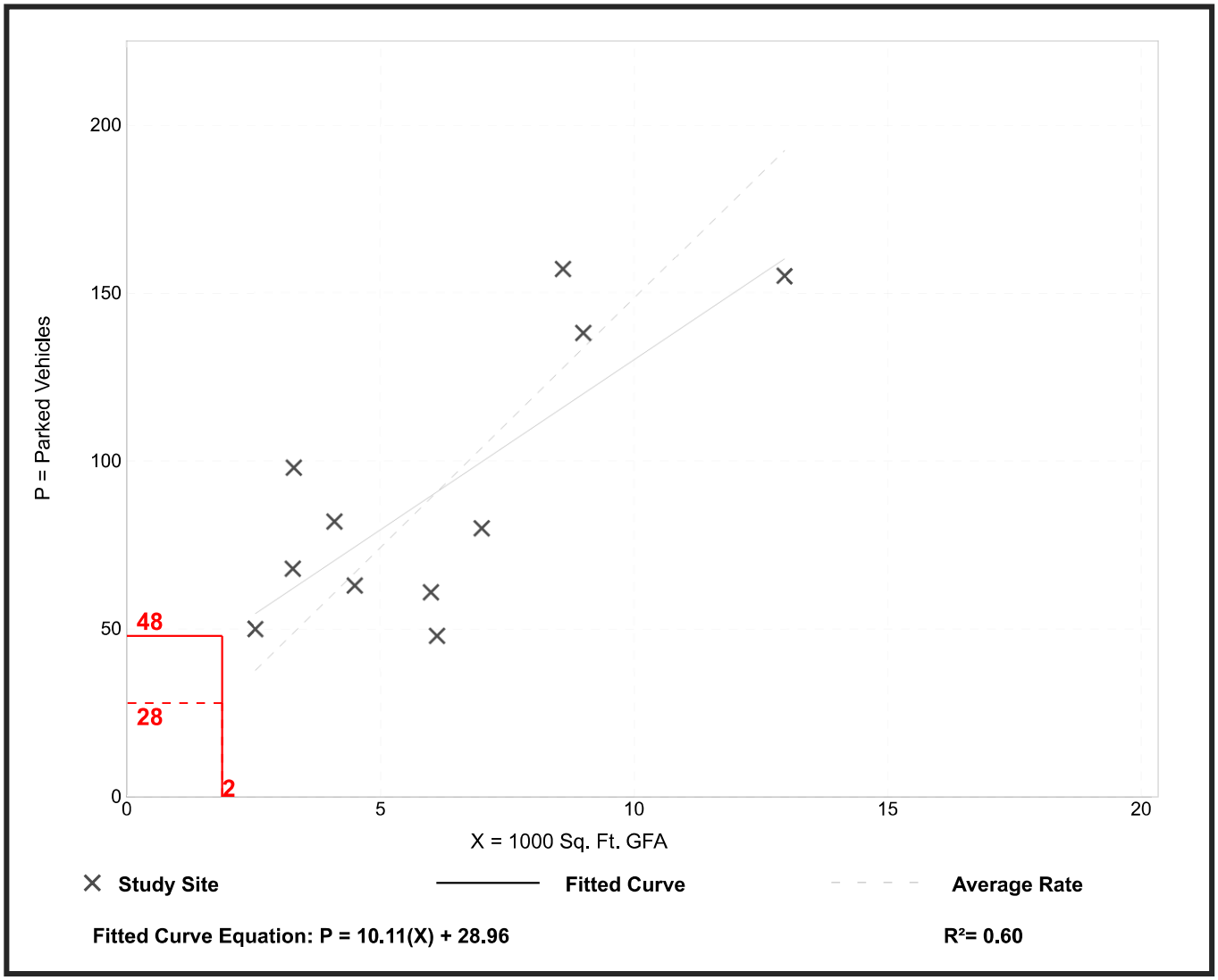
Quality Restaurant
(931)

Peak Period Parking Demand vs:	**1000 Sq. Ft. GFA**
On a:	**Friday**
Setting/Location:	**General Urban/Suburban**
Peak Period of Parking Demand:	**7:00 - 9:00 p.m.**
Number of Studies:	11
Avg. 1000 Sq. Ft. GFA:	6.1

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
14.84	7.84 - 29.70	11.93 / 22.52	***	5.32 (36%)

Data Plot and Equation



Fitted Curve Equation: P = 10.11(X) + 28.96

R^2= 0.60

Quality Restaurant
(931)

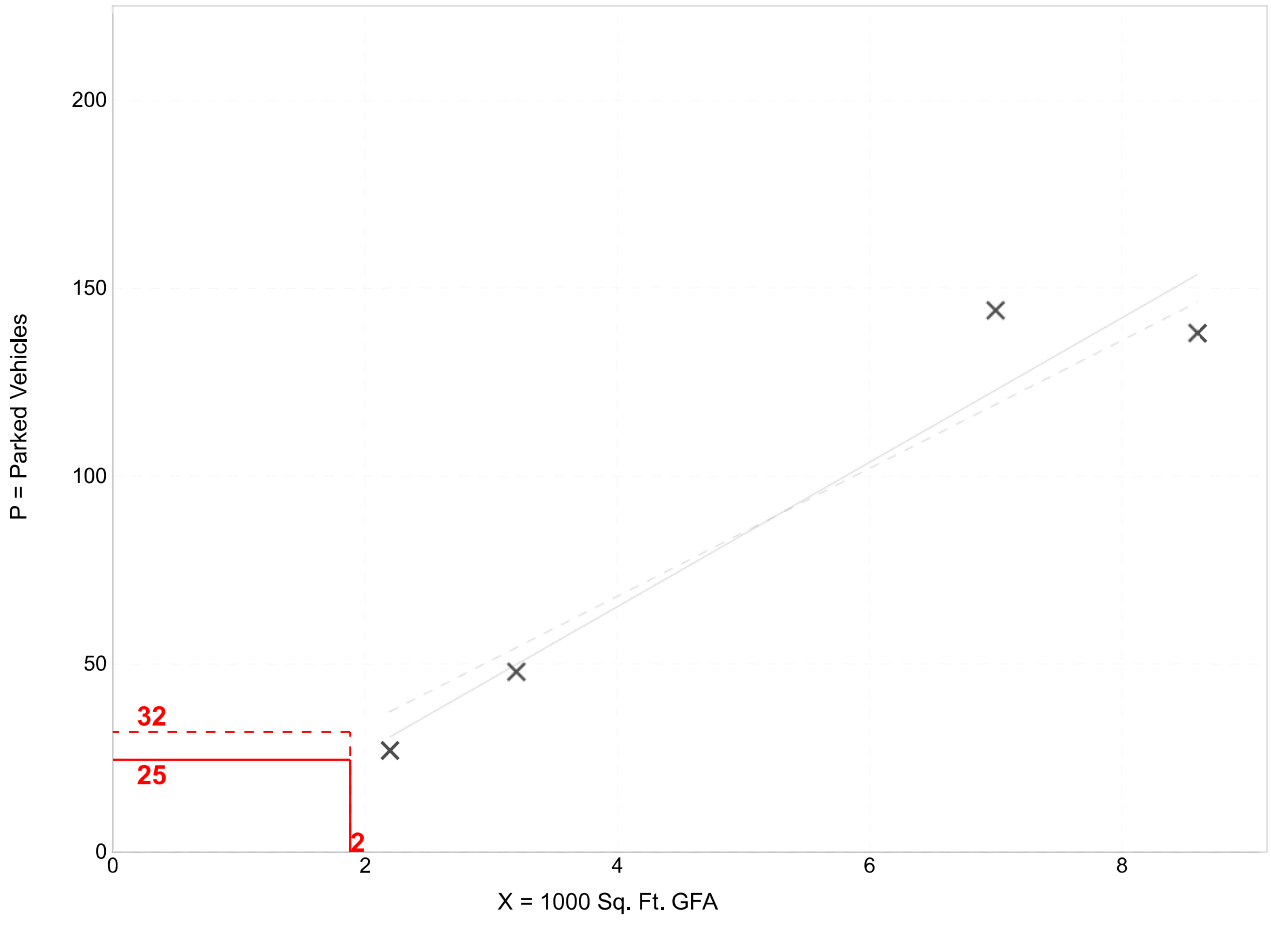
Peak Period Parking Demand vs:	**1000 Sq. Ft. GFA**
On a:	**Saturday**
Setting/Location:	**General Urban/Suburban**
Peak Period of Parking Demand:	**7:00 - 8:00 p.m.**
Number of Studies:	4
Avg. 1000 Sq. Ft. GFA:	5.2

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
17.00	12.30 - 20.57	14.05 / 20.57	***	3.17 (19%)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: P = 19.19(X) - 11.51

R^2= 0.94

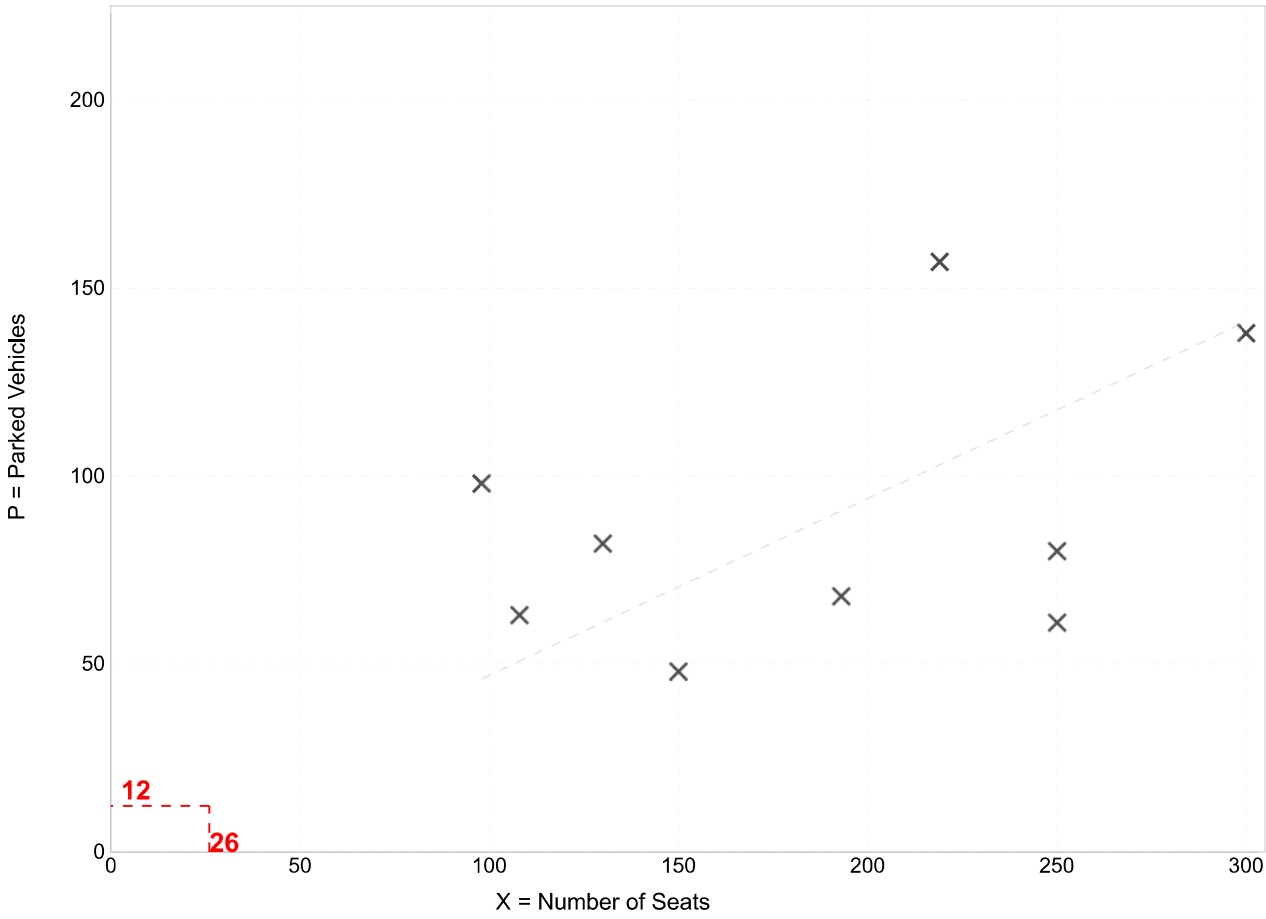
Quality Restaurant
(931)

Peak Period Parking Demand vs:	**Seats**
On a:	**Friday**
Setting/Location:	**General Urban/Suburban**
Peak Period of Parking Demand:	**7:00 - 9:00 p.m.**
Number of Studies:	9
Avg. Num. of Seats:	189

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.47	0.24 - 1.00	0.33 / 0.86	***	0.22 (47%)

Data Plot and Equation



Fitted Curve Equation: ***

R^2= ***

Table 6
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio
River 595	Des Plaines	60	104	1.73
Kingston Pointe	Des Plaines	144	228	1.58
Walker & Parker	Clarendon Hills	42	42	1.00
Forest & Gilbert	Downers Grove	89	102	1.15
Adriatic Grove	Downers Grove	48	64	1.33
Residences at the Grove	Downers Grove	294	345	1.17
100 North Addison	Elmhurst	165	199	1.21
1717 Ridge	Evanston	175	205	1.17
AMLI Evanston	Evanston	214	312	1.46
Central Station	Evanston	80	80	1.00
E2	Evanston	356	371	1.04
The Reserve at Evanston	Evanston	195	219	1.12
Midtown Square	Glenview	138	160	1.16
The Reserve at Glenview	Glenview	239	333	1.39
Uptown La Grange	La Grange	254	336	1.32
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Wheaton 121	Wheaton	306	400	1.31
The Residences of Wilmette	Wilmette	75	117	1.56
	Average	**185**	**224**	**1.26**

Arlington 425 Development
Table 6 Parking Data Analysis

	Project	Location	Unit Mix				Total		Beds per Unit	Spaces Provided	Spaces per Unit	Spaces per Bedroom
			Studio	1-bed	2-bed	3-bed	Units	Bedrooms				
1	ReNew Five Ninety Five	Des Plaines	Removed because they were developed as condominiums and then converted to rentals									
2	Kingston Pointe	Des Plaines										
3	Walker&Parker	Clarendon Hills	0	17	25	0	42	67	1.60	42	1.00	0.63
4	Forest & Gilbert	Downers Grove	0	58	31	0	89	120	1.35	102	1.15	0.85
5	Adriatic Cove	Downers Grove	Data on this project not found									
6	Residences at the Grove	Downers Grove	21	144	129	0	294	423	1.44	345	1.17	0.82
7	100 North Addison	Elmhurst	0	108	50	6	164	226	1.38	199	1.21	0.88
8	1717 Ridge	Evanston	14	134	42	14	204	274	1.34	205	1.00	0.75
9	AMLI Evanston	Evanston	5	153	44	12	214	282	1.32	312	1.46	1.11
10	Central Station	Evanston	9	43	24	4	80	112	1.40	80	1.00	0.71
11	E2	Evanston	48	204	81	23	356	483	1.36	371	1.04	0.77
12	Reserve at Evanston	Evanston	7	103	77	8	195	288	1.48	219	1.12	0.76
13	Midtown Square	Glenview	0	99	39	0	138	177	1.28	160	1.16	0.90
14	Reserve at Glenview	Glenview	6	121	76	36	239	387	1.62	333	1.39	0.86
15	Uptown La Grange	La Grange	9	151	69	25	254	373	1.47	336	1.32	0.90
16	Ninety7Fifty on the Park	Orland Park	0	177	118	0	295	413	1.40	300	1.02	0.73
17	Wheaton 121	Wheaton	5	217	80	4	306	394	1.29	400	1.31	1.02
18	Residences of Wilmette	Wilmette	4	33	32	6	75	119	1.59	117	1.56	0.98
		Totals	**128**	**1762**	**917**	**138**	**2945**	**4138**	**1.41**	**3521**	**1.20**	**0.85**
		Unit Mix %	**4%**	**60%**	**31%**	**5%**	**100%**					

Arlington Heights Vehicle Ownership

Residential vehicle ownership data was obtained from the US Census - American Community Survey (2017 to 2023) on for rental units within the Village of Arlington Heights. Please note that this data set includes all rental units ranging from senior housing, apartment, and rental condominiums to single-family rental homes, so it is conservatively high. **Table A** summarizes the data and results for the Village as a whole. For the bedroom counts, studio units were considered as one-bedroom units. For all rental units in the village, the average vehicle ownership is 0.76 vehicles per bedroom. Please note that only 44.5% of the units were studio or one-bedroom units. The proposed building has 162 bedrooms which would need 123 parking spaces based on the 0.76 veh/bedroom ratio. The Census data was also reviewed for the three main census tracts that make up Downtown Arlington Heights (8033,8034, and 8035). **Table B** summarizes the data like Table 8.

Table A
Vehicle Ownership at
Rental Units in Arlington Heights (Village Wide)

Vehicles Available	Rental Units	Total Vehicles Available	Bedrooms Per Unit	Rental Units	Unit %	Total Bedrooms
0	845	0	0	415	5.0%	415
1	4,464	4,464	1	3,297	39.5%	3,297
2	2,586	5,172	2	3,316	39.7%	6,632
3	423	1,269	3	1,083	13.0%	3,249
4	10	40	4	187	2.2%	748
5	19	95	5	49	0.6%	245
Totals	**8,347**	**11,040 (1.32 veh/unit)**		**8,347**	**100%**	**14,586 (1.74 beds/unit)**
					Vehicle Ownership	**0.76veh/bedroom**

Table B
Vehicle Ownership at
Rental Units in Arlington Heights (Downtown)[1]

Vehicles Available	Rental Units	Total Vehicles Available	Bedrooms Per Unit	Rental Units	Unit %	Total Bedrooms
0	411	0	0	165	8.0%	165
1	932	932	1	880	42.9%	880
2	632	1,264	2	712	34.7%	1,424
3	77	231	3	223	10.9%	669
4	0	0	4	72	3.5%	288
5	0	0	5	0	0%	0
Totals	**2,052**	**2,427 (1.18 veh/unit)**		**2,052**	**100%**	**3,426 (1.67 beds/unit)**
					Vehicle Ownership	**0.71veh/bedroom**

(1) Census Tracts 8033, 8034, and 8035

Rental units in the Downtown area have a slightly lower vehicle ownership than Village wide (0.76 vs 0.71 vehicles per unit). The proposed building has 162 bedrooms which would need 115 parking spaces based on the 0.71 veh/bedroom ratio.

Downtown Apartment Buildings
Detailed Parking Data

	Project	Location	Distance to Metra Station (miles)	Unit Mix						Beds per Unit	Occupancy Rate	Occupied		Vehicles	Vehicles per Unit	Spaces per Bedroom
				Studio	1-bed	2-bed	3-bed	Units	Bedrooms			Units	Bedrooms			
1	Hancock Square	Arlington Hts.	0.09	30	232	147	0	409	556	1.359	96.1%	393	534	483	1.229	0.904
2	10 North Main	Mount Prospect	0.22	14	51	29	3	97	132	1.361	96.0%			129	1.330	0.977
3	20 West	Mount Prospect	0.10	9	41	20	1	71	93	1.310	90.1%	64	84	67	1.047	0.800
4	Maple Street Lofts	Mount Prospect	0.15	38	124	30	0	192	222	1.156	94.8%	182	210	203	1.115	0.965
5	One Arlington	Arlington Hts.	0.85	51	113	50	0	214	264	1.234	97.2%	208	257	272	1.308	1.060
6	One Wheeling Town Center	Wheeling	0.05	11	129	152	9	301	471	1.565	90.4%	272	426	361	1.327	0.848
7	Residences at Payton Place	Arlington Hts.	0.84	34	115	87	27	263	404	1.536	63.9%			401	1.525	0.993
8	Uptown 500	Wheeling	0.26	83	102	134	0	319	453	1.420	88.7%	283	402	371	1.311	0.923
		Totals		**270**	**907**	**649**	**40**	**1866**	**2595**	**1.391**	**93.1%**	**1402**	**1913**	**2287**	**1.298**	**0.934**
			Unit Mix	**14%**	**49%**	**35%**	**2%**	**100%**								

Note: For sites 2 and 7, occupancy data was not applicable with only parking supply data available

Parking Survey
Spaces Leased
Spaces Provided

HCS Two-Way Stop-Control Report

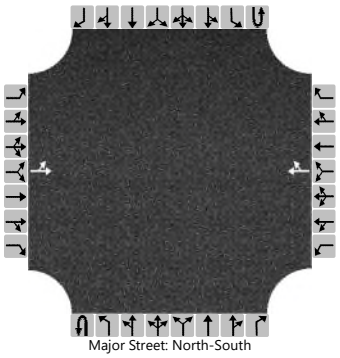
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Eastman and Site Entrance
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Site Entrance
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	0	0	0	0	0	0
Configuration		LT						TR								
Volume (veh/h)		10	34				32	3								
Percent Heavy Vehicles (%)		0	0				0	0								
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5				6.5	7.1								
Critical Headway (sec)		6.40	6.50				6.50	7.10								
Base Follow-Up Headway (sec)		3.8	4.0				4.0	3.9								
Follow-Up Headway (sec)		3.80	4.00				4.00	3.90								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48						38								
Capacity, c (veh/h)		897						902								
v/c Ratio		0.05						0.04								
95% Queue Length, Q_{95} (veh)		0.2						0.1								
Control Delay (s/veh)		9.2						9.2								
Level of Service (LOS)		A						A								
Approach Delay (s/veh)	9.2				9.2											
Approach LOS	A				A											

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HCS Two-Way Stop-Control Report

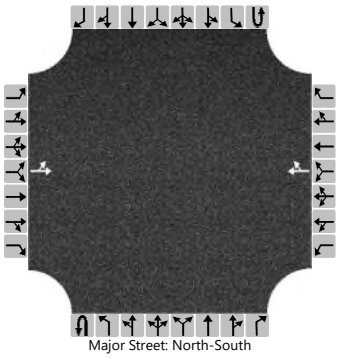
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Eastman and Site Entrance
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Site Entrance
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	0	0	0	0	0	0
Configuration		LT						TR								
Volume (veh/h)		33	36				32	11								
Percent Heavy Vehicles (%)		0	0				0	0								
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5				6.5	7.1								
Critical Headway (sec)		6.40	6.50				6.50	7.10								
Base Follow-Up Headway (sec)		3.8	4.0				4.0	3.9								
Follow-Up Headway (sec)		3.80	4.00				4.00	3.90								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		75						47								
Capacity, c (veh/h)		890						906								
v/c Ratio		0.08						0.05								
95% Queue Length, Q_{95} (veh)		0.3						0.2								
Control Delay (s/veh)		9.4						9.2								
Level of Service (LOS)		A						A								
Approach Delay (s/veh)	9.4				9.2											
Approach LOS	A				A											

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HCS Two-Way Stop-Control Report

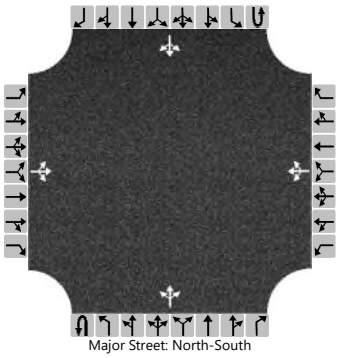
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Highland Avenue
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	2	2		25	6	1		6	7	7		0	1	0
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.11	6.51	6.21		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				56			11				0		
Capacity, c (veh/h)			945				929			1627				1597		
v/c Ratio			0.01				0.06			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.2			0.0				0.0		
Control Delay (s/veh)			8.8				9.1			7.2	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.8				9.1				2.2				0.0			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

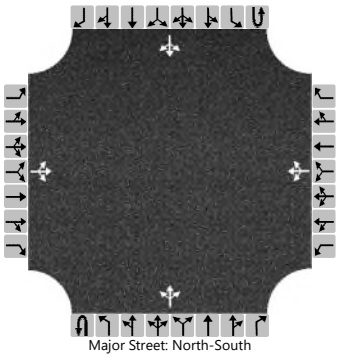
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Highland Avenue
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	2	2		25	7	0		6	0	25		17	23	0
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.11	6.51	6.21		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7				56			11				30		
Capacity, c (veh/h)			842				781			1576				1571		
v/c Ratio			0.01				0.07			0.01				0.02		
95% Queue Length, Q_{95} (veh)			0.0				0.2			0.0				0.1		
Control Delay (s/veh)			9.3				10.0			7.3	0.1	0.1		7.3	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)		9.3				10.0				1.5				3.2		
Approach LOS		A				A				A				A		

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HCS Two-Way Stop-Control Report

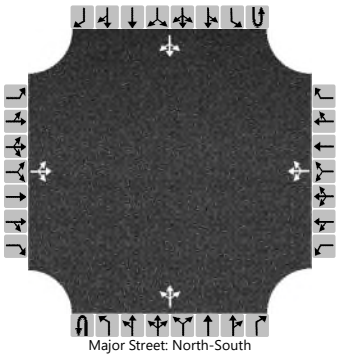
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Highland Avenue
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	9	6		24	5	1		6	5	7		1	2	0
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.11	6.51	6.21		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21				42			8				1		
Capacity, c (veh/h)			930				922			1626				1607		
v/c Ratio			0.02				0.05			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.0				9.1			7.2	0.0	0.0		7.2	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.0				9.1				2.4				2.4			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

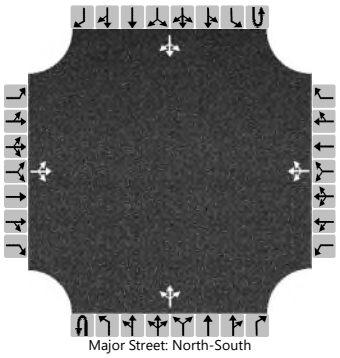
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Highland Avenue
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	10	6		26	6	0		6	0	46		13	18	0
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.11	6.51	6.21		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23				45			8				18		
Capacity, c (veh/h)			830				807			1596				1544		
v/c Ratio			0.03				0.06			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			9.5				9.7			7.3	0.0	0.0		7.4	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.5				9.7				0.9				3.1			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

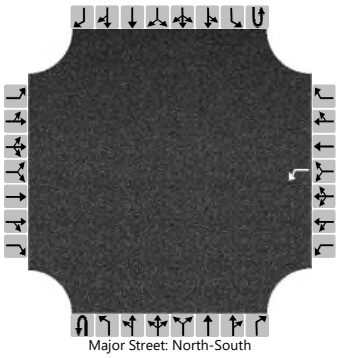
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Site Exit
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	Site Exit
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	0	0	0	0	0	0	0	0	0
Configuration						L										
Volume (veh/h)						39										
Percent Heavy Vehicles (%)						1										
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4										
Critical Headway (sec)						5.72										
Base Follow-Up Headway (sec)						3.8										
Follow-Up Headway (sec)						3.81										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						42										
Capacity, c (veh/h)						945										
v/c Ratio						0.04										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						9.0										
Level of Service (LOS)						A										
Approach Delay (s/veh)						9.0										
Approach LOS						A										

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HCS Two-Way Stop-Control Report

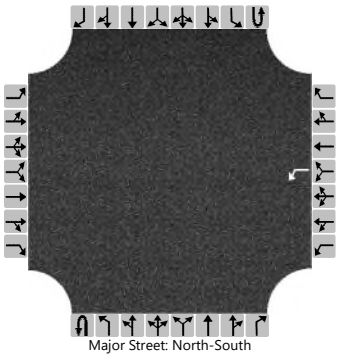
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Site Exit
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	Site Exit
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	0	0	0	0	0	0	0	0	0
Configuration						L										
Volume (veh/h)						28										
Percent Heavy Vehicles (%)						1										
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4										
Critical Headway (sec)						5.72										
Base Follow-Up Headway (sec)						3.8										
Follow-Up Headway (sec)						3.81										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30										
Capacity, c (veh/h)						945										
v/c Ratio						0.03										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						8.9										
Level of Service (LOS)						A										
Approach Delay (s/veh)						8.9										
Approach LOS						A										

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HCS Two-Way Stop-Control Report

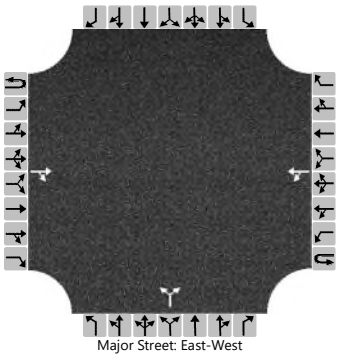
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Highland and St James
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	St James Street
Peak Hour Factor	0.46
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			11	1		0	19			2		7				
Percent Heavy Vehicles (%)						0				0		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					20					
Capacity, c (veh/h)						1601					1023					
v/c Ratio						0.00					0.02					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
Control Delay (s/veh)						7.2	0.0				8.6					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.0				8.6							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

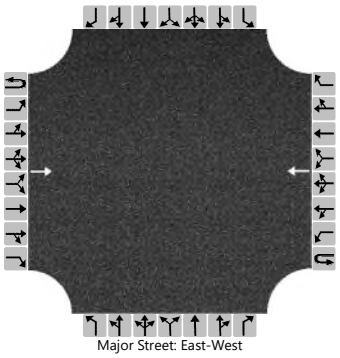
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Highland and St James
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	St James Street
Peak Hour Factor	0.46
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			12				21									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

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HCS Two-Way Stop-Control Report

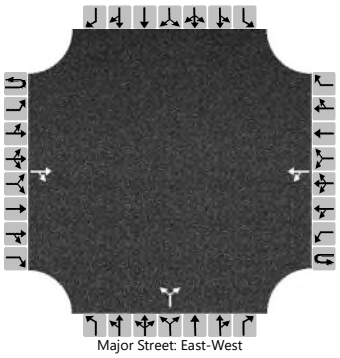
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Highland and St James
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	St James Street
Peak Hour Factor	0.70
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			16	3		0	25			0		6				
Percent Heavy Vehicles (%)						0				0		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					9					
Capacity, c (veh/h)						1600					1048					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.3	0.0				8.5					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						0.0				8.5						
Approach LOS						A				A						

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HCS Two-Way Stop-Control Report

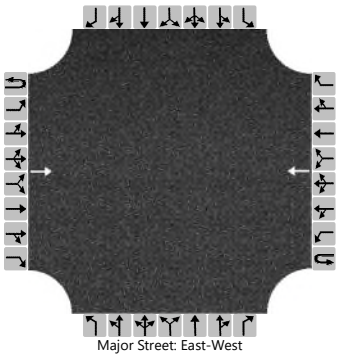
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Highland and St James
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	St James Street
Peak Hour Factor	0.70
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			19				25									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

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HCS Two-Way Stop-Control Report

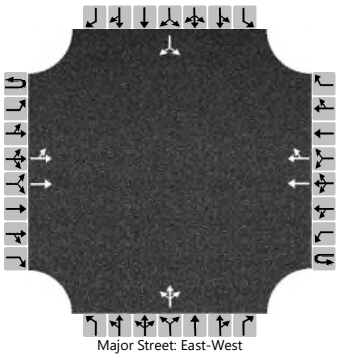
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Northwest Hwy and Highland
Jurisdiction	IDOT
East/West Street	Northwest Highway
North/South Street	Highland Avenue
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT	T				T	TR			LTR				LR	
Volume (veh/h)		15	620				594	6		0	0	0		3		25
Percent Heavy Vehicles (%)		3								3	3	3		3		3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.5	6.5	6.9		7.5		6.9
Critical Headway (sec)		4.16								7.56	6.56	6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.23								3.53	4.03	3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18									0				34	
Capacity, c (veh/h)		854									0				455	
v/c Ratio		0.02													0.07	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
Control Delay (s/veh)		9.3	0.2												13.6	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.5												13.6			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

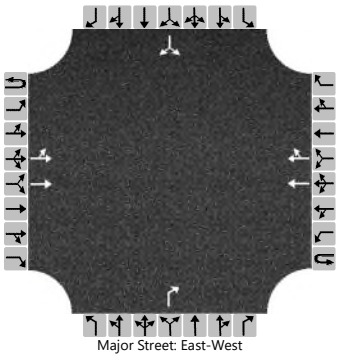
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Northwest Hwy and Highland
Jurisdiction	IDOT
East/West Street	Northwest Highway
North/South Street	Highland Avenue
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT	T				T	TR				R			LR	
Volume (veh/h)		20	625				598	11				0		11		39
Percent Heavy Vehicles (%)		3										3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1										6.9		7.5		6.9
Critical Headway (sec)		4.16										6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2										3.3		3.5		3.3
Follow-Up Headway (sec)		2.23										3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24										0			60	
Capacity, c (veh/h)		860										618			364	
v/c Ratio		0.03										0.00			0.17	
95% Queue Length, Q_{95} (veh)		0.1										0.0			0.6	
Control Delay (s/veh)		9.3	0.3									10.8			16.8	
Level of Service (LOS)		A	A									B			C	
Approach Delay (s/veh)	0.6												16.8			
Approach LOS	A												C			

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HCS Two-Way Stop-Control Report

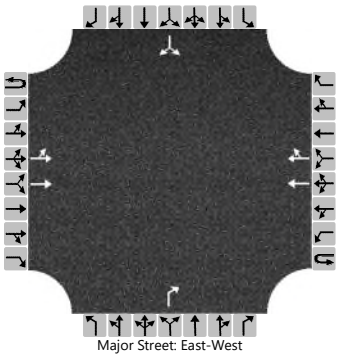
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Northwest Hwy and Highland
Jurisdiction	IDOT
East/West Street	Northwest Highway
North/South Street	Highland Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT	T				T	TR				R			LR	
Volume (veh/h)		6	690				778	13				0		4		28
Percent Heavy Vehicles (%)		3										3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1										6.9		7.5		6.9
Critical Headway (sec)		4.16										6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2										3.3		3.5		3.3
Follow-Up Headway (sec)		2.23										3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7										0			35	
Capacity, c (veh/h)		771										620			399	
v/c Ratio		0.01										0.00			0.09	
95% Queue Length, Q_{95} (veh)		0.0										0.0			0.3	
Control Delay (s/veh)		9.7	0.1									10.8			14.9	
Level of Service (LOS)		A	A									B			B	
Approach Delay (s/veh)	0.2												14.9			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

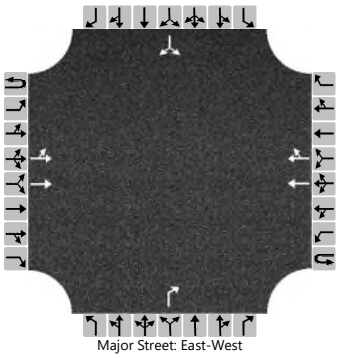
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Northwest Hwy and Highland
Jurisdiction	IDOT
East/West Street	Northwest Highway
North/South Street	Highland Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT	T				T	TR				R			LR	
Volume (veh/h)		22	695				784	30				0		10		40
Percent Heavy Vehicles (%)		3										3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1										6.9		7.5		6.9
Critical Headway (sec)		4.16										6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2										3.3		3.5		3.3
Follow-Up Headway (sec)		2.23										3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24										0			54	
Capacity, c (veh/h)		754										617			314	
v/c Ratio		0.03										0.00			0.17	
95% Queue Length, Q_{95} (veh)		0.1										0.0			0.6	
Control Delay (s/veh)		9.9	0.4									10.8			18.8	
Level of Service (LOS)		A	A									B			C	
Approach Delay (s/veh)	0.7												18.8			
Approach LOS	A												C			

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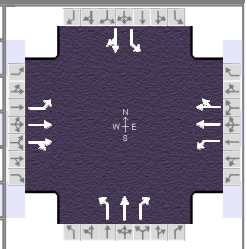
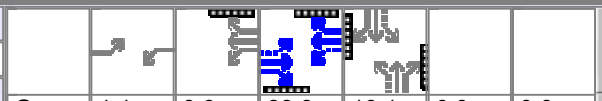
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2022.xus		
Project Description	Eastman				

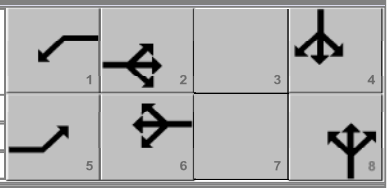


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	565	45	32	580	14	18	24	54	18	30	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	565	45	32	580	14	18	24	54	18	30	2
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	5	0	0	5	0	0	11	0	0	22	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	4	4	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	13.2	64.8	13.2	64.8		42.0		42.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (*PC*), s		18.0		18.0		23.0		24.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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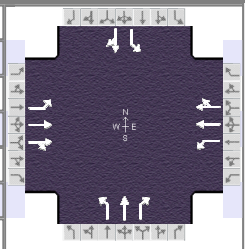
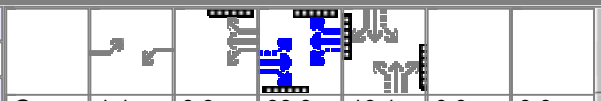
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2022.xus		
Project Description	Eastman				

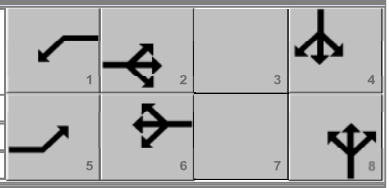


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	565	45	32	580	14	18	24	54	18	30	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	4.6	89.3	5.6	90.2		25.1		25.1
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.3		2.7			5.9		4.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.3		0.3
Phase Call Probability	0.38		0.69			0.99		0.99
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	14	336	327	35	324	322	20	26	59	20	35	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1849	1810	1900	1884	1343	1900	1577	1379	1873	
Queue Service Time (g_s), s	0.3	7.9	7.9	0.7	1.7	1.7	1.5	1.4	3.9	1.5	1.9	
Cycle Queue Clearance Time (g_c), s	0.3	7.9	7.9	0.7	1.7	1.7	3.4	1.4	3.9	2.9	1.9	
Green Ratio (*g/C*)	0.70	0.69	0.69	0.71	0.70	0.70	0.16	0.16	0.16	0.16	0.16	
Capacity (*c*), veh/h	612	1319	1284	584	1334	1322	253	303	252	264	299	
Volume-to-Capacity Ratio (*X*)	0.023	0.254	0.255	0.060	0.243	0.243	0.077	0.086	0.233	0.074	0.116	
Back of Queue (*Q*), ft/ln (95 th percentile)	4.5	141.9	138.7	10.8	30.1	30	23.1	30.1	69.4	22.9	40.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.7	5.5	0.4	1.2	1.2	0.9	1.2	2.8	0.9	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00	0.00	0.12	0.00	0.00	0.29	0.00	0.92	0.25	0.00	
Uniform Delay (d_1), s/veh	5.3	6.8	6.8	5.4	1.2	1.2	44.6	43.0	44.0	44.2	43.2	
Incremental Delay (d_2), s/veh	0.0	0.5	0.5	0.0	0.4	0.4	0.0	0.0	0.2	0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	5.4	7.3	7.3	5.4	1.6	1.6	44.7	43.0	44.2	44.2	43.3	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	7.2	A		1.8	A		44.0	D		43.6	D	
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	1.86	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.05	A	1.05	A	0.66	A	0.58	A

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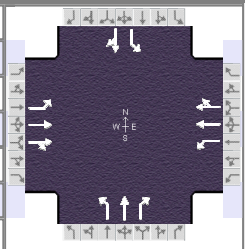
HCS Signalized Intersection Intermediate Values

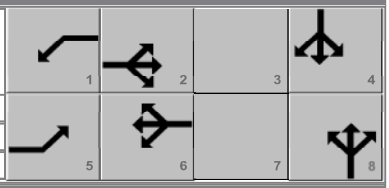
General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2022.xus		
Project Description	Eastman				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	565	45	32	580	14	18	24	54	18	30	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



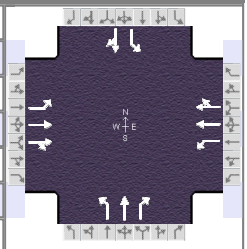
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.734	0.000		0.740	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.973	0.973		0.991	0.991		0.000	0.847		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.999			0.999			0.963			0.981		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.996			0.996			0.979			0.959
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3473	276	1810	3694	89	1343	1900	1577	1379	1756	117
Proportion of Vehicles Arriving on Green (P)	0.01	0.69	0.69	0.02	0.94	0.94	0.16	0.16	0.16	0.16	0.16	0.16
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.70	0.69	0.71	0.70		0.16		0.16
Permitted Saturation Flow Rate (s_p), veh/h/ln	797	0	784	0		1343		1379
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	83.3	0.0	83.3	0.0		19.1		19.1
Permitted Service Time (g_u), s	80.5	0.0	75.4	0.0		17.2		17.7
Permitted Queue Service Time (g_{ps}), s	0.1		0.4			1.5		1.5
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.069	0.000	0.067	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1388.33	5.61	1403.87	5.33	319.02	42.39	319.02	42.39
Bicycle F_w / F_v	-3.64	0.56	-3.64	0.56	-3.64	0.17	-3.64	0.09

HCS Signalized Intersection Results Graphical Summary

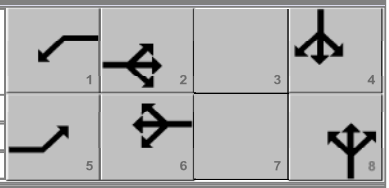
General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2022.xus		
Project Description	Eastman				



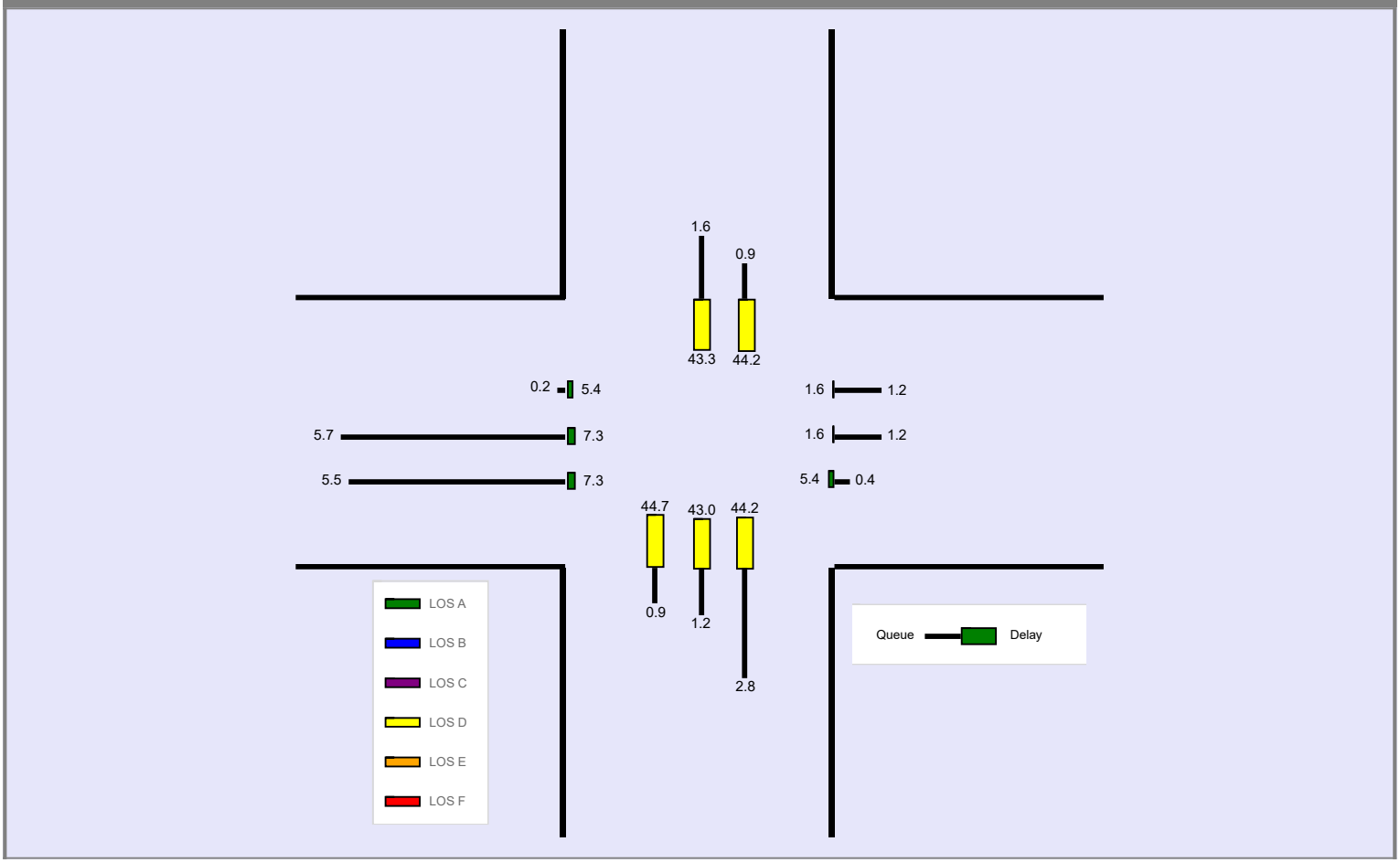
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	565	45	32	580	14	18	24	54	18	30	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	4.5	141.9	138.7	10.8	30.1	30	23.1	30.1	69.4	22.9	40.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.7	5.5	0.4	1.2	1.2	0.9	1.2	2.8	0.9	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00	0.00	0.12	0.00	0.00	0.29	0.00	0.92	0.25	0.00	
Control Delay (*d*), s/veh	5.4	7.3	7.3	5.4	1.6	1.6	44.7	43.0	44.2	44.2	43.3	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	7.2	A		1.8	A		44.0	D		43.6	D	
Intersection Delay, s/veh / LOS	8.6						A					



--- Messages ---

No errors or warnings exist.

--- Comments ---

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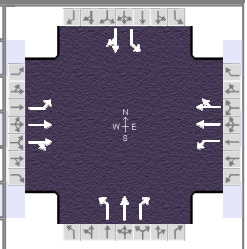
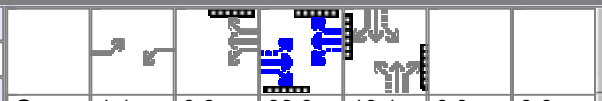
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2028.xus		
Project Description	Eastman				

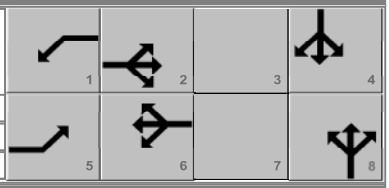


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	577	46	32	588	16	19	24	54	24	31	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	577	46	32	588	16	19	24	54	24	31	2
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	5	0	0	5	0	0	11	0	0	22	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	4	4	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	13.2	64.8	13.2	64.8		42.0		42.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (*PC*), s		18.0		18.0		23.0		24.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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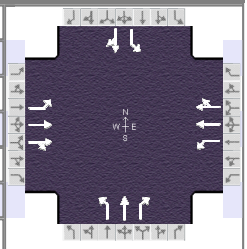
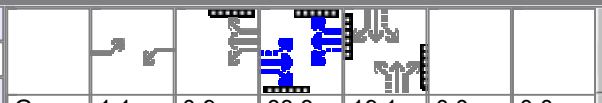
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2028.xus		
Project Description	Eastman				

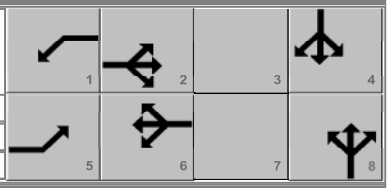


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	577	46	32	588	16	19	24	54	24	31	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	4.6	89.3	5.6	90.2		25.1		25.1
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.3		2.7			5.9		5.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.3		0.3
Phase Call Probability	0.38		0.69			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	14	343	334	35	330	327	21	26	59	26	36	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1849	1810	1900	1882	1342	1900	1577	1379	1874	
Queue Service Time (g_s), s	0.3	8.1	8.1	0.7	1.7	1.7	1.6	1.4	3.9	2.0	2.0	
Cycle Queue Clearance Time (g_c), s	0.3	8.1	8.1	0.7	1.7	1.7	3.6	1.4	3.9	3.4	2.0	
Green Ratio (*g/C*)	0.70	0.69	0.69	0.71	0.70	0.70	0.16	0.16	0.16	0.16	0.16	
Capacity (*c*), veh/h	606	1319	1283	576	1334	1321	252	303	252	264	299	
Volume-to-Capacity Ratio (*X*)	0.023	0.260	0.261	0.060	0.247	0.247	0.082	0.086	0.233	0.099	0.120	
Back of Queue (*Q*), ft/ln (95 th percentile)	4.5	145.9	142.5	10.8	30.7	30.5	24.4	30.1	69.4	30.7	41.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.8	5.7	0.4	1.2	1.2	1.0	1.2	2.8	1.2	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00	0.00	0.12	0.00	0.00	0.31	0.00	0.92	0.34	0.00	
Uniform Delay (d_1), s/veh	5.3	6.8	6.9	5.4	1.2	1.2	44.7	43.0	44.0	44.4	43.2	
Incremental Delay (d_2), s/veh	0.0	0.5	0.5	0.0	0.4	0.4	0.1	0.0	0.2	0.1	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	5.4	7.3	7.3	5.4	1.6	1.7	44.8	43.0	44.2	44.5	43.3	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	7.3	A		1.8	A		44.0	D		43.8	D	
Intersection Delay, s/veh / LOS	8.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	1.86	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.06	A	1.06	A	0.66	A	0.59	A

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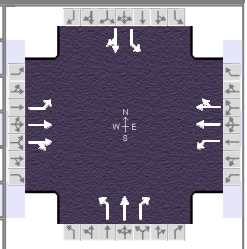
HCS Signalized Intersection Intermediate Values

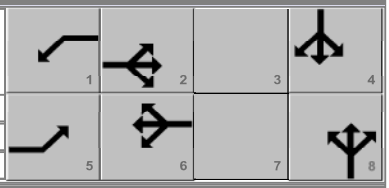
General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2028.xus		
Project Description	Eastman				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	577	46	32	588	16	19	24	54	24	31	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



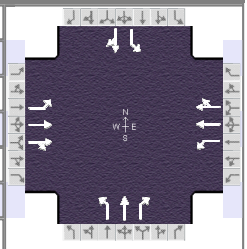
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.734	0.000		0.740	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.973	0.973		0.990	0.990		0.000	0.847		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.999			0.999			0.963			0.981		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.996			0.996			0.979			0.959
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3473	276	1810	3681	100	1342	1900	1577	1379	1760	114
Proportion of Vehicles Arriving on Green (P)	0.01	0.69	0.69	0.02	0.94	0.94	0.16	0.16	0.16	0.16	0.16	0.16
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.70	0.69	0.71	0.70		0.16		0.16
Permitted Saturation Flow Rate (s_p), veh/h/ln	789	0	774	0		1342		1379
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	83.3	0.0	83.3	0.0		19.1		19.1
Permitted Service Time (g_u), s	80.5	0.0	75.2	0.0		17.2		17.8
Permitted Queue Service Time (g_{ps}), s	0.1		0.4			1.6		2.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.069	0.000	0.067	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1388.23	5.61	1403.77	5.33	319.11	42.38	319.11	42.38
Bicycle F_w / F_v	-3.64	0.57	-3.64	0.57	-3.64	0.17	-3.64	0.10

HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2028.xus		
Project Description	Eastman				

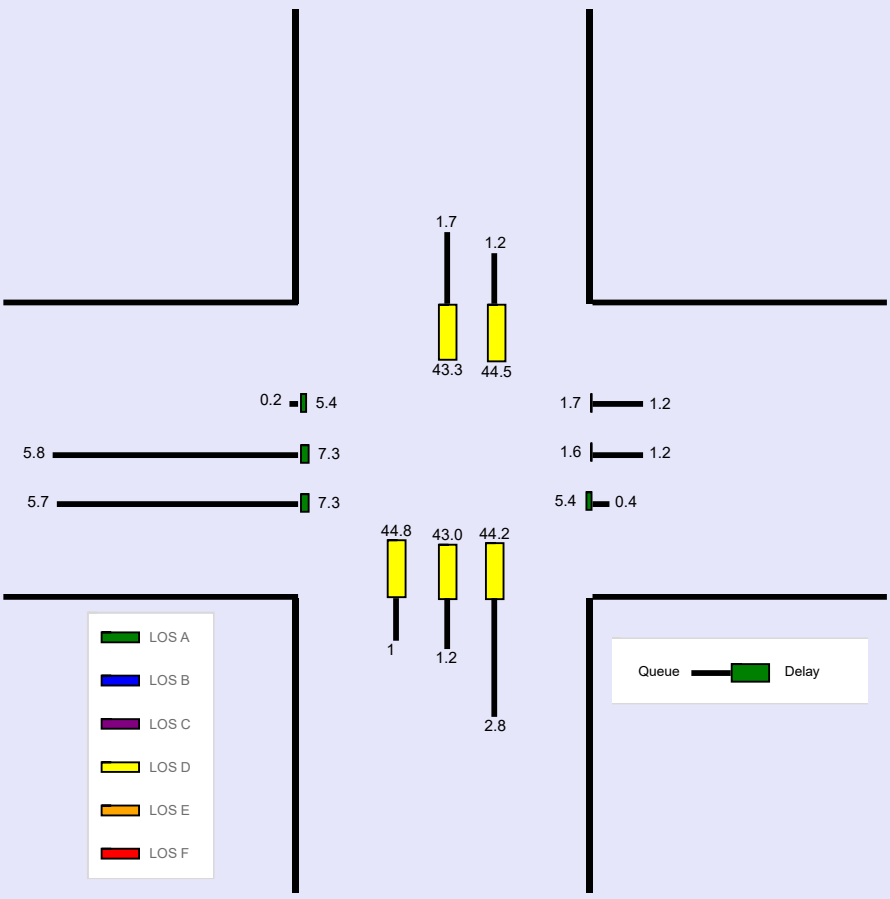


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	577	46	32	588	16	19	24	54	24	31	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	0.9	83.3	19.1	0.0	0.0	1	2	3	4		
Yellow	3.5	0.0	4.5	4.5	0.0	0.0	5	6	7	8		
Red	0.0	0.0	1.5	1.5	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	4.5	145.9	142.5	10.8	30.7	30.5	24.4	30.1	69.4	30.7	41.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.8	5.7	0.4	1.2	1.2	1.0	1.2	2.8	1.2	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00	0.00	0.12	0.00	0.00	0.31	0.00	0.92	0.34	0.00	
Control Delay (*d*), s/veh	5.4	7.3	7.3	5.4	1.6	1.7	44.8	43.0	44.2	44.5	43.3	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	7.3	A		1.8	A		44.0	D		43.8	D	
Intersection Delay, s/veh / LOS	8.8						A					



--- Messages ---

No errors or warnings exist.

--- Comments ---

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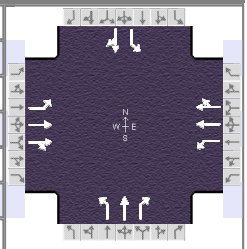
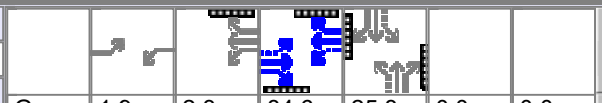
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2022.xus		
Project Description	Eastman				

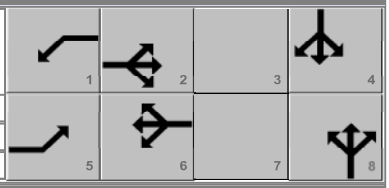


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	591	78	86	748	22	38	47	101	15	39	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	591	78	86	748	22	38	47	101	15	39	5
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	8	0	0	10	2	0	22	2	0	40	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	13.0	78.0	13.0	78.0		39.0		39.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (*PC*), s		18.0		18.0		23.0		24.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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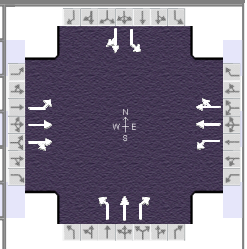
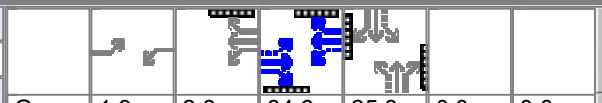
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2022.xus		
Project Description	Eastman				

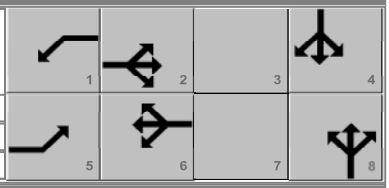


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	591	78	86	748	22	38	47	101	15	39	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	5.4	90.6	7.6	92.9		31.8		31.8
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.6		4.2			9.8		6.1
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.5		0.5
Phase Call Probability	0.62		0.96			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	27	363	349	91	412	407	40	50	107	16	47	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1819	1810	1900	1877	1306	1900	1535	1336	1846	
Queue Service Time (g_s), s	0.6	10.7	10.8	2.2	11.9	11.9	3.4	2.8	7.8	1.3	2.7	
Cycle Queue Clearance Time (g_c), s	0.6	10.7	10.8	2.2	11.9	11.9	6.1	2.8	7.8	4.1	2.7	
Green Ratio (*g/C*)	0.67	0.65	0.65	0.69	0.67	0.67	0.20	0.20	0.20	0.20	0.20	
Capacity (*c*), veh/h	462	1237	1184	538	1270	1254	287	377	304	291	366	
Volume-to-Capacity Ratio (*X*)	0.058	0.294	0.294	0.170	0.325	0.325	0.141	0.133	0.353	0.055	0.128	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.2	201.7	195.7	36.4	217.5	215.5	50.6	60.5	136.4	19.6	56.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	8.1	7.8	1.5	8.7	8.6	2.0	2.4	5.5	0.8	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	0.40	0.00	0.00	0.63	0.00	1.82	0.22	0.00	
Uniform Delay (d_1), s/veh	7.9	9.8	9.8	7.2	9.1	9.1	45.4	42.9	44.9	44.6	42.9	
Incremental Delay (d_2), s/veh	0.0	0.6	0.6	0.1	0.7	0.7	0.1	0.1	0.3	0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	8.0	10.4	10.4	7.3	9.8	9.8	45.5	43.0	45.2	44.6	42.9	
Level of Service (LOS)	A	B	B	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	10.3	B		9.6	A		44.7	D		43.4	D	
Intersection Delay, s/veh / LOS	14.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.07	B	1.88	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.10	A	1.24	A	0.81	A	0.59	A

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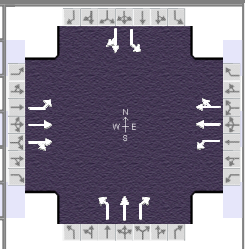
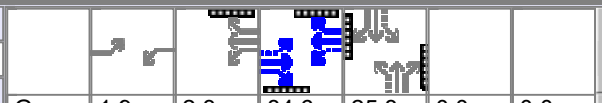
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2022.xus		
Project Description	Eastman				

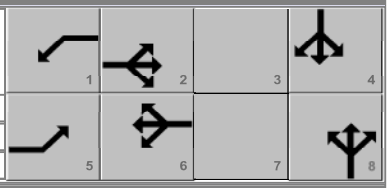


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	591	78	86	748	22	38	47	101	15	39	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



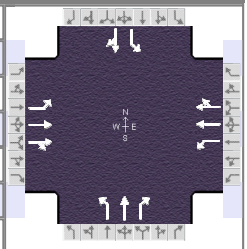
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.727	0.000		0.724	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.957	0.957		0.988	0.988		0.000	0.847		0.972	0.972
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.999			0.999			0.946			0.971		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.994			0.972			0.953			0.939
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3286	433	1810	3669	108	1306	1900	1535	1336	1636	210
Proportion of Vehicles Arriving on Green (P)	0.01	0.65	0.65	0.03	0.67	0.67	0.20	0.20	0.20	0.20	0.20	0.20
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.67	0.65	0.69	0.67		0.20		0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	678	0	750	0		1306		1336
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	84.6	0.0	85.4	0.0		25.8		25.8
Permitted Service Time (g_u), s	72.9	0.0	73.9	0.0		23.1		23.0
Permitted Queue Service Time (g_{ps}), s	0.5		1.6			3.4		1.3
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.083	0.000	0.079	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1301.89	7.92	1336.52	7.16	396.53	41.82	396.53	41.78
Bicycle F_w / F_v	-3.64	0.61	-3.64	0.75	-3.64	0.33	-3.64	0.10

HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2022.xus		
Project Description	Eastman				

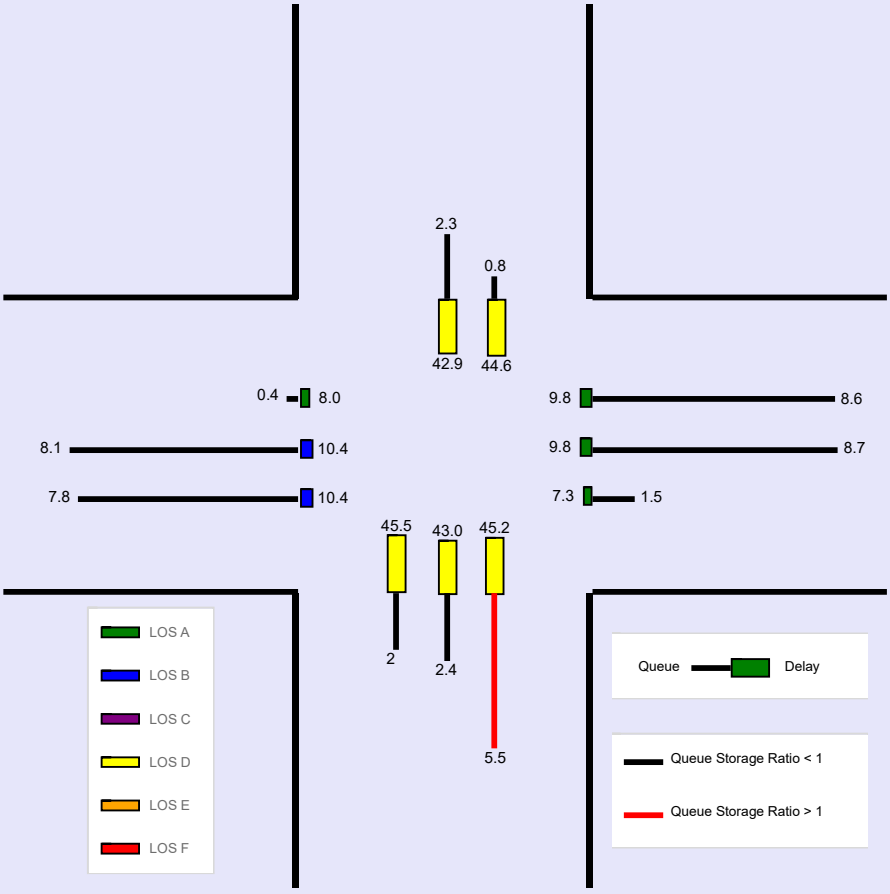


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	591	78	86	748	22	38	47	101	15	39	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	2.3	84.6	25.8	0.0	0.0	1	2	3	4		
Yellow	3.5	0.0	4.5	4.5	0.0	0.0	5	6	7	8		
Red	0.0	0.0	1.5	1.5	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	11.2	201.7	195.7	36.4	217.5	215.5	50.6	60.5	136.4	19.6	56.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	8.1	7.8	1.5	8.7	8.6	2.0	2.4	5.5	0.8	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	0.40	0.00	0.00	0.63	0.00	1.82	0.22	0.00	
Control Delay (*d*), s/veh	8.0	10.4	10.4	7.3	9.8	9.8	45.5	43.0	45.2	44.6	42.9	
Level of Service (LOS)	A	B	B	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	10.3	B		9.6	A		44.7	D		43.4	D	
Intersection Delay, s/veh / LOS	14.6						B					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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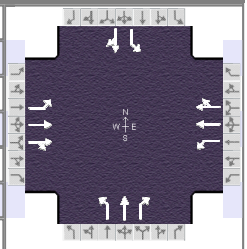
HCS Signalized Intersection Input Data

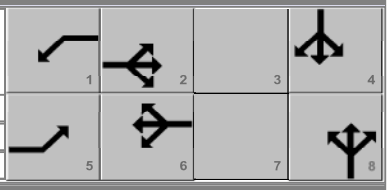
General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2028.xus		
Project Description	Eastman				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	600	80	87	769	27	40	48	101	19	40	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	2.3	84.6	25.8	0.0	0.0						
Yellow	3.5	0.0	4.5	4.5	0.0	0.0						
Red	0.0	0.0	1.5	1.5	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	600	80	87	769	27	40	48	101	19	40	5
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	8	0	0	10	2	0	22	2	0	40	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	4	4	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	13.0	78.0	13.0	78.0		39.0		39.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (*PC*), s		18.0		18.0		23.0		24.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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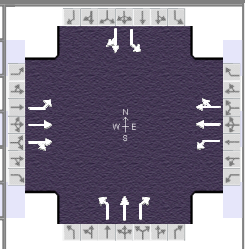
HCS Signalized Intersection Results Summary

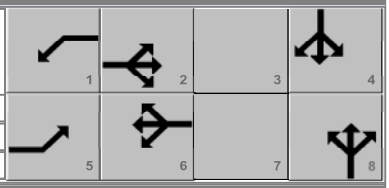
General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2028.xus		
Project Description	Eastman				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	600	80	87	769	27	40	48	101	19	40	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	5.4	90.6	7.6	92.9		31.8		31.8
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.6		4.2			9.8		6.5
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.5		0.5
Phase Call Probability	0.62		0.96			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	27	369	354	93	426	420	43	51	107	20	48	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1818	1810	1900	1873	1305	1900	1535	1335	1847	
Queue Service Time (g_s), s	0.6	11.0	11.0	2.2	4.5	4.5	3.6	2.9	7.8	1.6	2.8	
Cycle Queue Clearance Time (g_c), s	0.6	11.0	11.0	2.2	4.5	4.5	6.4	2.9	7.8	4.5	2.8	
Green Ratio (*g/C*)	0.66	0.65	0.65	0.69	0.67	0.67	0.20	0.20	0.20	0.20	0.20	
Capacity (*c*), veh/h	489	1236	1183	533	1270	1251	286	377	304	291	366	
Volume-to-Capacity Ratio (*X*)	0.054	0.299	0.299	0.174	0.336	0.336	0.149	0.136	0.353	0.070	0.131	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.2	205.5	199.3	36.9	73.4	72.5	53.4	61.8	136.4	24.9	57.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	8.2	8.0	1.5	2.9	2.9	2.1	2.5	5.5	1.0	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	0.40	0.00	0.00	0.67	0.00	1.82	0.28	0.00	
Uniform Delay (d_1), s/veh	7.5	9.8	9.9	7.3	2.6	2.6	45.5	42.9	44.9	44.8	42.9	
Incremental Delay (d_2), s/veh	0.0	0.6	0.6	0.1	0.7	0.7	0.1	0.1	0.3	0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	7.5	10.5	10.5	7.3	3.3	3.3	45.6	43.0	45.2	44.8	42.9	
Level of Service (LOS)	A	B	B	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	10.4	B		3.7	A		44.7	D		43.5	D	
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.07	B	1.88	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.11	A	1.26	A	0.82	A	0.60	A

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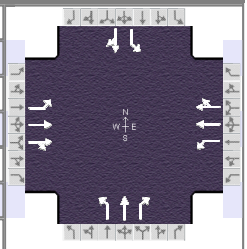
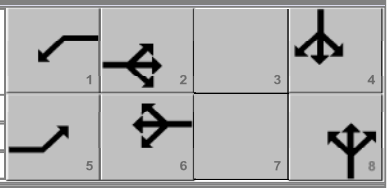
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2028.xus		
Project Description	Eastman				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	600	80	87	769	27	40	48	101	19	40	5

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	1.9	2.3	84.6	25.8	0.0	0.0		
				Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		



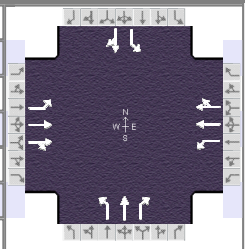
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.726	0.000		0.724	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.957	0.957		0.986	0.986		0.000	0.847		0.972	0.972
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.998			0.999			0.946			0.971		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.994			0.972			0.953			0.939
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3281	437	1810	3645	128	1305	1900	1535	1335	1642	205
Proportion of Vehicles Arriving on Green (P)	0.01	0.65	0.65	0.03	0.89	0.89	0.20	0.20	0.20	0.20	0.20	0.20
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.66	0.65	0.69	0.67		0.20		0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	661	0	742	0		1305		1335
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	84.6	0.0	85.4	0.0		25.8		25.8
Permitted Service Time (g_u), s	80.3	0.0	73.6	0.0		23.0		22.9
Permitted Queue Service Time (g_{ps}), s	0.2		1.7			3.6		1.6
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.083	0.000	0.079	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1301.32	7.93	1336.43	7.16	396.62	41.82	396.62	41.78
Bicycle F_w / F_v	-3.64	0.62	-3.64	0.77	-3.64	0.33	-3.64	0.11

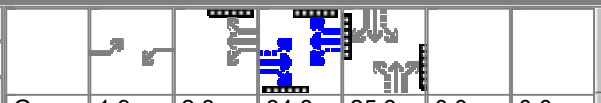
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2028.xus		
Project Description	Eastman				

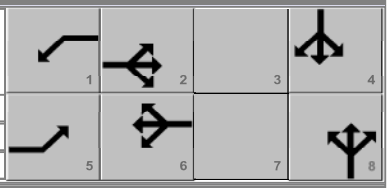


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	600	80	87	769	27	40	48	101	19	40	5

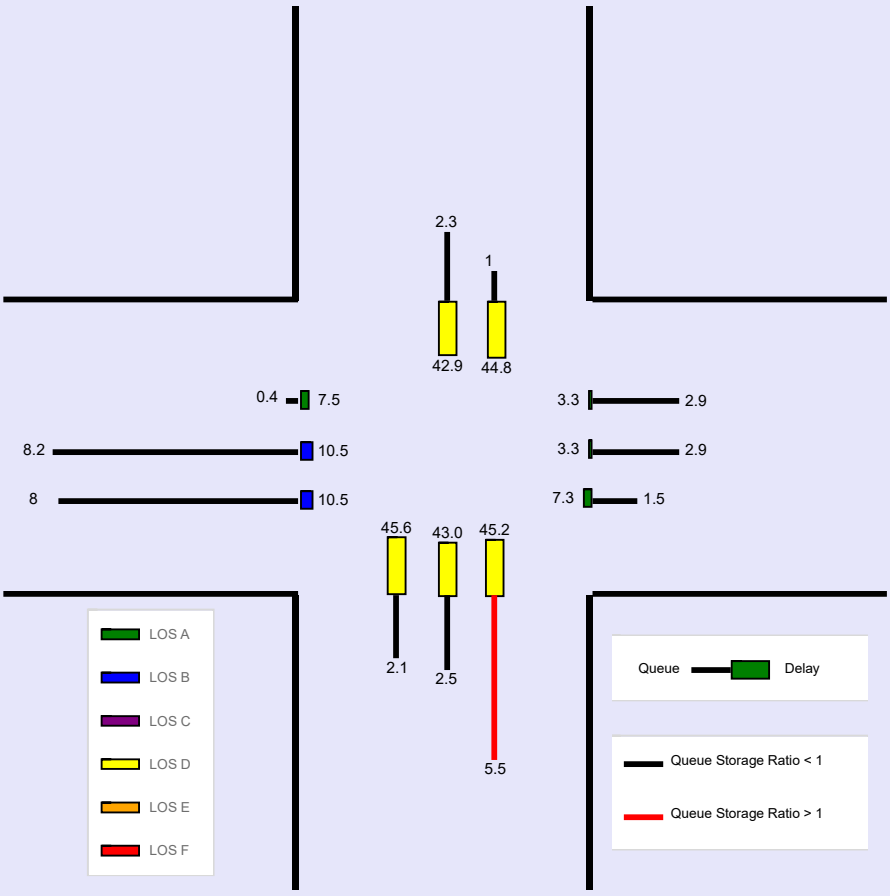
Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	11.2	205.5	199.3	36.9	73.4	72.5	53.4	61.8	136.4	24.9	57.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	8.2	8.0	1.5	2.9	2.9	2.1	2.5	5.5	1.0	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	0.40	0.00	0.00	0.67	0.00	1.82	0.28	0.00	
Control Delay (*d*), s/veh	7.5	10.5	10.5	7.3	3.3	3.3	45.6	43.0	45.2	44.8	42.9	
Level of Service (LOS)	A	B	B	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	10.4	B		3.7	A		44.7	D		43.5	D	
Intersection Delay, s/veh / LOS	11.9						B					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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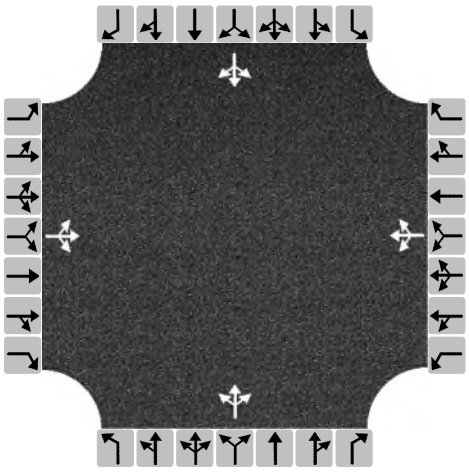
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Eastman
Intersection	Vail and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Vail Avenue
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	4	3	2	4	28	13	2	37	12	8	44	2
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	10			52			59			63		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.009			0.047			0.053			0.056		
Final Departure Headway, h_d (s)	4.20			4.05			4.00			4.13		
Final Degree of Utilization, x	0.012			0.059			0.066			0.072		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.20			2.05			2.00			2.13		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	10			52			59			63		
Capacity (veh/h)	857			889			901			871		
95% Queue Length, Q_{95} (veh)	0.0			0.2			0.2			0.2		
Control Delay (s/veh)	7.3			7.3			7.3			7.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.3	A		7.3	A		7.3	A		7.5	A	
Intersection Delay (s/veh) | LOS	7.3						A					

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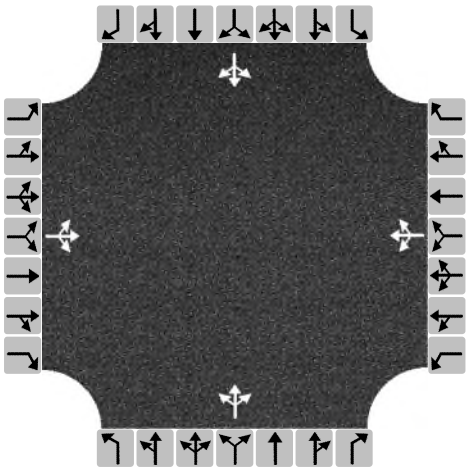
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Eastman
Intersection	Vail and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Vail Avenue
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	17	8	9	4	28	13	3	38	12	8	44	4
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	40			52			62			65		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.035			0.047			0.055			0.058		
Final Departure Headway, h_d (s)	4.20			4.09			4.07			4.18		
Final Degree of Utilization, x	0.046			0.059			0.070			0.076		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.20			2.09			2.07			2.18		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	40			52			62			65		
Capacity (veh/h)	857			880			884			861		
95% Queue Length, Q_{95} (veh)	0.1			0.2			0.2			0.2		
Control Delay (s/veh)	7.4			7.4			7.4			7.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.4	A		7.4	A		7.4	A		7.5	A	
Intersection Delay (s/veh) | LOS	7.4						A					

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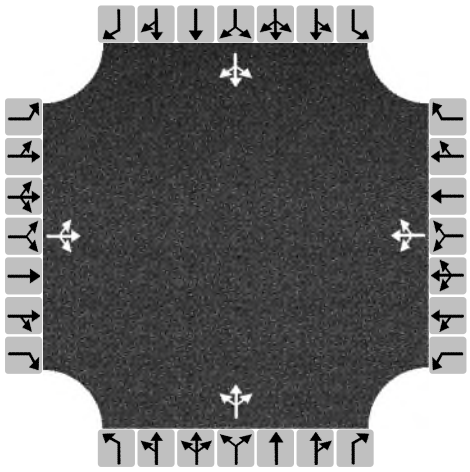
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Eastman
Intersection	Vail and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Vail Avenue
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	5	12	1	18	25	2	1	67	26	18	40	4
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	21			52			109			72		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.019			0.047			0.097			0.064		
Final Departure Headway, h_d (s)	4.40			4.40			4.01			4.23		
Final Degree of Utilization, x	0.026			0.064			0.122			0.085		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.40			2.40			2.01			2.23		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	21			52			109			72		
Capacity (veh/h)	818			819			898			852		
95% Queue Length, Q_{95} (veh)	0.1			0.2			0.4			0.3		
Control Delay (s/veh)	7.5			7.7			7.6			7.6		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.5	A		7.7	A		7.6	A		7.6	A	
Intersection Delay (s/veh) | LOS	7.6						A					

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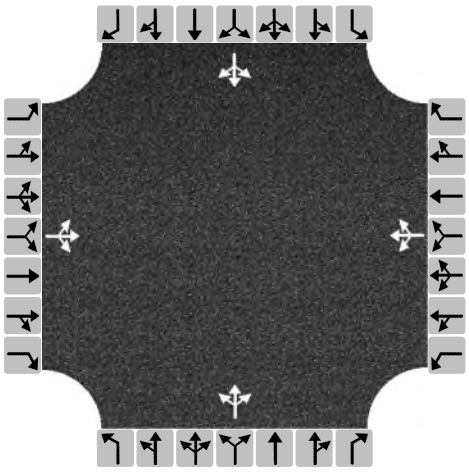
HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Eastman
Intersection	Vail and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Vail Avenue
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	13	17	6	18	26	3	7	67	26	21	40	10
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	42			55			116			83		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.037			0.049			0.103			0.073		
Final Departure Headway, h_d (s)	4.40			4.45			4.10			4.24		
Final Degree of Utilization, x	0.051			0.068			0.132			0.097		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.40			2.45			2.10			2.24		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	42			55			116			83		
Capacity (veh/h)	819			809			879			848		
95% Queue Length, Q_{95} (veh)	0.2			0.2			0.5			0.3		
Control Delay (s/veh)	7.6			7.8			7.7			7.7		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.6	A		7.8	A		7.7	A		7.7	A	
Intersection Delay (s/veh) | LOS	7.7						A					

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HCS Two-Way Stop-Control Report

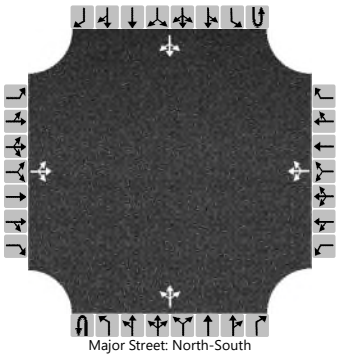
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Vail and St James
Jurisdiction	Arlington Heights
East/West Street	St James Street
North/South Street	Vail Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	14	4		3	8	1		7	43	3		6	47	4
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			20				13			8				7		
Capacity, c (veh/h)			799				782			1561				1568		
v/c Ratio			0.03				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.6				9.7			7.3	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.6				9.7				1.0				0.8			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

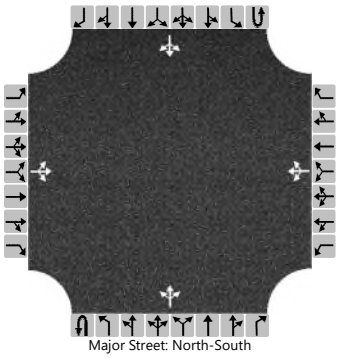
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Vail Avenue and St James Street
Jurisdiction	Arlington Heights
East/West Street	St James Street
North/South Street	Vail Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	7	5		3	8	1		9	48	11		4	48	6
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			13				13			10				4		
Capacity, c (veh/h)			832				771			1556				1549		
v/c Ratio			0.02				0.02			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.1			0.0				0.0		
Control Delay (s/veh)			9.4				9.7			7.3	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.4				9.7				1.0				0.5			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

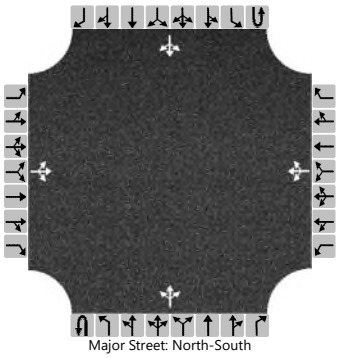
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/1/2023
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Vail and St James
Jurisdiction	Arlington Heights
East/West Street	St James Street
North/South Street	Vail Avenue
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		9	6	7		15	17	2		3	68	3		6	40	5
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				37			3				7		
Capacity, c (veh/h)			839				781			1570				1533		
v/c Ratio			0.03				0.05			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			9.4				9.8			7.3	0.0	0.0		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.4				9.8				0.3				0.9			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

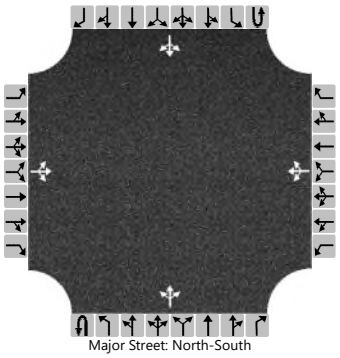
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Vail and St James
Jurisdiction	Arlington Heights
East/West Street	St James Street
North/South Street	Vail Avenue
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		13	2	4		15	17	2		3	71	9		6	43	5
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21				37			3				7		
Capacity, c (veh/h)			808				770			1547				1502		
v/c Ratio			0.03				0.05			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			9.6				9.9			7.3	0.0	0.0		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.6				9.9				0.3				0.9			
Approach LOS	A				A				A				A			

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Project Narrative: 116-120 Eastman, Arlington Heights

A Mylo Residential Branded Apartment Community

Compasspoint Development is an urban developer constructing a series of mixed-use residential and commercial buildings in a number of suburban towns in the Chicago Suburbs. Their idea is to provide urban living near restaurants, shopping and transportation with what until now have been underutilized real estate. Mylo Residential, a luxury apartment brand in the developers portfolio currently has a soon to be completed building in downtown Des Plaines. They will be starting on projects in Des Plaines, Barrington, Naperville and hopefully Arlington Heights.

The property upon which the Project will be constructed is located at Eastman Ave, Highland St and St. James St. It totals 43,584 sq. ft and is currently occupied with two commercial buildings that are partially occupied. Any remaining tenants will move out once the project is approved and Compasspoint closes on their acquisition. The property is located just west of the AT&T building (that will remain) and just east of the Wintrust Village Bank and Trust building. The Property shares Highland (a private street) with Wintrust and has rights to traverse in a shared access easement. The project also has a permanent easement to park up to 29 cars on Village Bank and Trust property, adjacent to and on Highland Street.

Compasspoint Development is seeking approval of a 7 story, 154 unit residential building with a maximum height of 85 feet. The project will include a restaurant on the first floor. The restaurant will be open to the public much like a boutique hotel in the City. The building will contain a number of amenities for its residents including an outdoor pool, deck and grill station on the third level, with a covered dog run. There will be a library/co-working space in the lower level along with a fitness room. On the third level adjacent to the pool deck will be an amenity room with tables, sitting areas a private dining area and a bar for the residents. On the seventh floor there will be an additional outdoor roof deck along with another amenity room with a multimedia sky lounge.

The dwelling unit mix will be 26 studios, 120 one bedrooms and 8 two bedrooms. We do not expect that there will be any school age children in the building.
There will be a total of 220 parking spaces located on the lower level, first level, second level and within Highland. The Highland spaces total 14 spaces which will be available for the commercial (restaurant spaces) plus an additional 29 spaces will be available on the west side of Highland and on the Village Bank and Trusts eastern property. Two loading berths will be provided, accessible from Eastman and from Highland.

The petitioner will provide 8 inclusionary dwelling units on site representing 5.19% of the units. The units will be split between studio and one bedroom units. The rent charged will be in compliance with the Village's Inclusionary Housing Ordinance. The remaining inclusionary housing units 2.5% or 4 units will be satisfied through the Fee in Lieu of process.

Compasspoint will be making several public and private improvements, including new landscaping in the public parkway along St. James Street, a new larger watermain is contemplated to be run from the building east to Vale Street and connect to the water main at that intersection.

The developer has already met with the neighborhood association located to the north and west of the property. We listened to their comments and concerns and have incorporated some of those requests in this first submittal. Some of the questions revolved around traffic on St. James Street. They requested that we limit traffic generated from our building to be cut off from exiting north on to St. James from Highland. We considered shutting off access entirely, but was met with resistance from the fire department. We then considered movable or break away gates or embedded cones at the north exit on Highland and that still was too restrictive for Fire and Police. Our traffic engineer, Eriksson anticipates that most traffic will exit the garage entrance to the South toward NW Hwy and East to Vale, where there is a traffic Signal. Also, as part of this process some residents asked if we could modify the north façade at the first two levels to make it look more like a single family house and we did our best to accommodate that request in the new design by adding more window like openings in the garage and changing the façade materials and colors and added landscaping to the parkway. We all agreed that the replacement of the existing deteriorating underutilized buildings with a new vibrant luxury building is more than welcomed. Some residents were also excited about the new neighborhood restaurant that would be a short walk away.

It is our intention to create a new luxury mid-rise residence in downtown Arlington Heights, bringing much needed for-rent housing options for residents and newcomers. We will be working with the highly acclaimed property management firm Lincoln Properties to market and lease the property as well as professionally manage the building. Compasspoint and its principals have a long track record of building high quality residential real estate properties throughout the Chicago market and other markets around the country.

Requested Relief:

The applicant is seeking two variations and a Special Use for the required Planned Unit Development.
The Planned Unit Development is required in order to allow for development of a residential use in the B5 Downtown Zoning District. A Planned Unit Development is approved as a Special Use.
Special Use Standards:

1. That said special use is deemed necessary for the public convenience at this location:

The proposed mixed use Planned Unit Development conforms to the trend of development in the general downtown B5 District and surrounding neighborhood. The building is located near enough to the commuter train facilities to take advantage of the mode of transportation. The building by adding residents to this area and the downtown as a whole will serve to enhance the nearby commercial uses.

2. That such case will not under any circumstances of the particular case be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.

The prosed building, except for them minor density variation noted below, is in conformance with all of the B5 requirements as to bulk, density (except for the 4 additional units being requested) and parking. The building is similar or smaller in size and scale to other buildings similarly located and there is no evidence that there is any detrimental effects on surrounding uses. The building is set back along St. James in order to allow for an additional buffer from the single family residential uses on the opposite side of St. James. Sufficient parking for both the residential units and the commercial space is provided so there will be no negative impact due to the residents or commercial patron parking on neighboring streets. The use itself by meeting zoning requirements should be considered to have no detrimental impacts (the zoning ordinance does not require any additional setbacks from the neighboring residential district).

3. That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees:

As noted herein, except for the two minor variations noted below, the building complies with the B5 zoning regulations. The development will comply with all other conditions that may be imposed by the Village Board of Trustees.

Variations:

Two variations are being requested:

A. Allowance for a residential use in the B5 District. (A mixed use residential with commercial uses on the majority of the ground floor is a permitted use) The common trend of development both within the B5 Downtown district is for mixed used residential and commercial buildings. Establishing such additional commercial uses on the ground floor would require adding commercial uses to the north boundary of the property. This would establish commercial uses directly across from the residential neighborhood north of the Property. The addition of Residential dwelling units has helped the downtown neighborhood become a successful neighborhood that supports a range of commercial (restaurants, stores and service) uses.

1. The use will not alter the essential character of the locality and will be compatible with the existing uses and zoning of nearby property. As noted mixed use residential and commercial buildings have been the trend of development in the downtown neighborhood, so the proposal is inherently compatible. The building's residential units, while smaller are compatible with neighboring residential uses. St. James serves as the dividing line between the lower density and higher density residential uses. Requiring commercial uses on the ground floor facing the residential neighborhood to the north would be out of character.
2. The plight of the owner is due to unique circumstance which may include the length of time the subject property has been vacant as zoned. While not vacant the existing two commercial buildings are not being utilized for their highest and best use. Redevelopment will not occur without establishing the residential component as proposed. The location of the property immediately across from the residential neighborhood is somewhat unique in the downtown/B5 area.
3. The proposed variation is in harmony with the spirit and intent of this Chapter. The fact that the Ordinance allows for a residential building so long as approved as a

Planned Unit Development demonstrates that the residential use is in harmony with the spirit of the Ordinance. The addition of ground floor commercial uses across from the Residential neighborhood would not be in harmony with intent of the Ordinance.

4. The variance requested is the minimum necessary to allow for the reasonable use of the Property. Without approval of the residential land use the property will continue to not be redeveloped in a positive manner.

B. Allow for an additional 4 residential units in excess of those allowable through the establishment of inclusionary housing units on site.

1. The proposed use will not alter the essential character of the locality and will be compatible with the existing uses and zoning of nearby property. Seeking an additional 4 dwelling units without the additional inclusionary housing units will not alter the essential character of the neighborhood. The overall density of the project is compatible with other such buildings in the B5 Downtown district. An additional four units impose no significant negative impacts on neighboring uses.

2. The plight of the owner is due to unique circumstances which may include the length of time the subject property has been vacant as zoned. Adding an additional number of inclusionary units will significantly impair the financial feasibility of the project due the cost of construction and the expense of the building's amenities that are now required in order to create a successful rental project in downtown neighborhoods. The building has to compete with existing rental apartment buildings and rental units in condominium buildings that are already built in the neighborhood. Those buildings have the advantage of having been constructed at a time where construction costs were significantly lower and where being located near a train line was the only amenity required to be successful. The real estate market has significantly changed and the project's amenities are required in order to compete in this marketplace. Without the additional units the project would not go forward and the existing under-utilized buildings will remain.

3. The proposed variation is in harmony with the spirit and intent of this Chapter. The ordinance allows for the variance to be requested. The developer is proposing to establish 8 inclusionary housing units onsite which is consistent with other developments. The additional 4 units impose a significant financial burden of the project.

4. The variance requested is the minimum variance necessary to allow the reasonable use of the property. The project includes 8 inclusionary units as required per the Code with no request to allow a payment of a fee in lieu of those units (as permitted per the Inclusionary Housing Ordinance). The additional four market rate units are necessary to permit the return on investment needed for the project to be successfully financed.

March 14, 2023

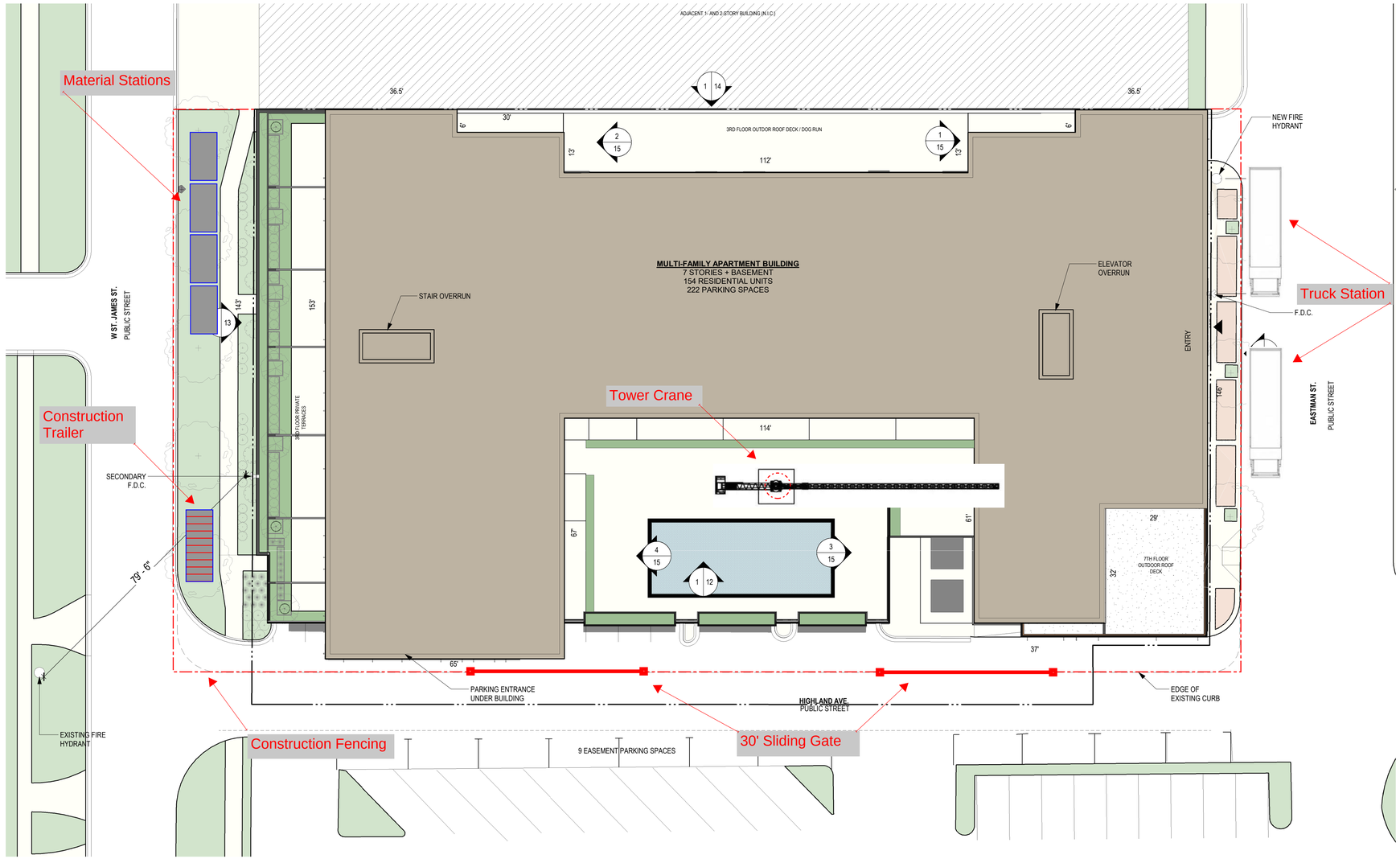
MEMORANDUM

Re: 116-120 W Eastman St, Arlington Heights, IL
OKW Project No. 22008

The Below Sustainable features are to be provided at the proposed project at 116-120 W. Eastman St.

- Green Roof(s) and planters on third floor
- Native Landscape
- Energy Efficient Appliances
- LED lighting
- Occupant sensor and daylight controls in common area lighting
- Enhanced U factor and SHGC for glazing assemblies
- Low flow plumbing fixtures
- Unit Fan Efficiency
- Heating and Cooling System Efficiency
- Smart thermostats in units
- Electric car charging stations
- Waste Reduction via building recycling program
- Bicycle Parking
- Low-emitting interior materials
- Local/ Recycled Interior Finishes

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, Illinois 60661
P: 312.798.7700
okwarchitects.com



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

ZONING SUMMARY

PROPOSED ZONING DISTRICT:	**B-5**	
ZONING DESCRIPTION:		
SITE AREA:	**43,584 SF**	
	ORDINANCE REQUIREMENT	**PROPOSED**
FAR	N/A	
AREA / DWELLING UNIT: 1 Bedroom 2 Bedroom	300 sf lot area / DU 400 sf lot area / DU	
FRONT YARD Adjacent Residential Minimum:5 FT. Adjacent Other Minimum: N/A	0'-0"	0'-0"
SIDE YARD (NEXT TO R-ZONE) Adjacent Residential Minimum: Setback of adjacent residential district. Adjacent Other Minimum: 5ft. if abutting street or alley	0'-0"	0'-0"
REAR YARD (NEXT TO R-ZONE) Adjacent Residential Minimum: 25 ft or 20% of lot depth, whichever is less. Adjacent Other Minimum: N/A	0'-0"	0'-0"
HEIGHT (W/ GROUND FLOOR RETAIL)	90'-0"	84'-0"
PARKING STUDIO & 1 BEDROOM UNITS	1 space / unit	
2-BR UNIT	1.25 space / unit	
LOADING	(1) 10'x35'x14'H	
TOTAL RESIDENTIAL PARKING SPACES	154	
RESTAURANT	1 space / 200sf seating 7 req'd spaces	
TOTAL:	161	224

DEVELOPMENT SUMMARY

BUILDING AREA

	GROSS	NET (RESIDENTIAL)	PARKING
TOTAL:			
LEVEL LL	6,321	--	
LEVEL 01	32,736	--	26,475
LEVEL 02	36,930	5,118	29,870
LEVEL 03	26,422	19,234	
LEVEL 04	26,422	23,264	
LEVEL 05	26,422	23,264	
LEVEL 06	26,422	23,264	
LEVEL 07	25,352	18,908	
TOTAL:	**207,027**	**114,052**	**56,345**

PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LOWER LEVEL	39	0	39
LEVEL 01	67	14 + 9 PUBLIC SPACES	90
LEVEL 02	77 (+18 TANDEM)		95
TOTAL PROVIDED	201	23	224
TOTAL REQ'D	154	7	161

BIKE PARKING

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

UNIT MATRIX

	STUDIO	1-BED	1-BdOEN	2-BED	TOTALS
LEVEL 2	1	5	1	--	7
LEVEL 3	6	14	6	1	27
LEVEL 4	4	15	7	4	30
LEVEL 5	4	15	7	4	30
LEVEL 6	4	15	7	4	30
LEVEL 7	3	13	8	2	26
TOTALS	22	77	36	15	150

AVERAGE UNIT SIZE

STUDIO	505 SQ. FT.
1-BED	753 SQ. FT.
2-BED	1063 SQ. FT.

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

PROJECT

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

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
04/17/2023 Project #: 22008

02

Integra Realty Resources
Chicago

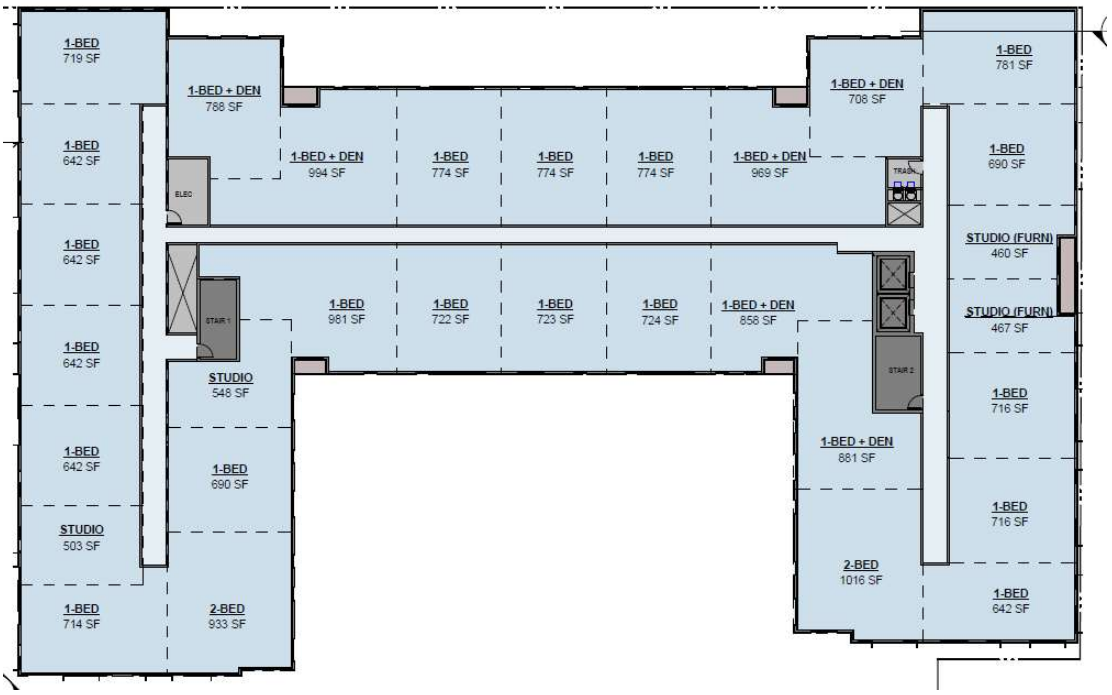
Executive Summary Market Report

Proposed Rental Apartment Property
116-120 W. Eastman
Arlington Heights, Cook County, Illinois 60004

Prepared For:
Compasspoint Development, LLC

Report Date:
March 13, 2023

File Number: 194-2023-0230



Proposed Rental Apartment Development
116-120 W. Eastman
Arlington Heights, Illinois

Integra Realty Resources
Chicago

1 N Franklin Street
Suite 3010
Chicago, IL 60606

T 312.565.0977
www.irr.com

March 13, 2023

Mr. Joe Taylor, III
Compasspoint Development, LLC
202 S. Cook St., Suite 210
Barrington, IL 60010

SUBJECT: Executive Summary Market Report
Proposed Rental Apartment Development
116-120 W. Eastman
Arlington Heights, Cook County, Illinois 60004
IRR - Chicago File No. 194-2023-0230

Dear Mr. Taylor:

Integra Realty Resources – Chicago is pleased to submit the accompanying executive summary market report pertaining to the referenced property. You are the client for this assignment and the intended use is for This is the first phase of research regarding the proposed development. A market study with supporting commentary for our conclusions can be provided as the second phase.

Information for this report was researched and gathered from property inspections and conversations with brokers, developers, lenders, investors, managers, and leasing agents involved in the suburban Chicago apartment market.

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

Integra Realty Resources - Chicago

Gail Lissner, SRA, CRE
Illinois Certified General Real Estate Appraiser
#553.001842
Expires 9/30/23
Telephone: 312.565.3423
Email: glissner@irr.com

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Addenda

A. Qualifications

General Information

Identification of Subject

116-120 W. Eastman is a 154 unit rental apartment development which is proposed for construction in downtown Arlington Heights. The property will consist of 145 market-rate units along with nine affordable units.

Purpose of the Executive Summary Market Report

The focus of this report is the market-rate component of the property and the purpose of this report is to provide:

- A summary of the primary competitive rental apartment product in the market
- Critique of the market-rate units which are proposed for development in terms of unit mix, unit sizes, unit finishes and project amenities.
- Conclusions regarding market rent levels and absorption projections for the proposed market-rate units.

Effective Date

The effective date of the analysis and conclusions is February 2023. The date of the report is March 13, 2023.

Intended Use and User

The intended use of the executive summary market report is for planning purposes. The client and intended user is Compasspoint Development.

Sources of Data/Extent of Research

An inspection of the subject site and neighborhood was completed along with a review of the preliminary site plan and building plans for the subject property.

The following data sources were researched:

- Visual inspection of the subject site and immediate neighborhood
- Review of the preliminary drawings by OKW Architects dated December 1, 2022
- Ongoing discussions with brokers, developers, lenders, and investors active in the suburban rental apartment market
- Ongoing inspection of competing rental projects in the market and discussions with management and leasing agents

- Previous assignments where information was not confidential

Scope of Work

To determine the appropriate scope of work for the assignment, we considered the intended use of the report, the needs of the user, the complexity of the property, and other pertinent factors.

This is the first phase of research regarding the proposed development. A market study with supporting commentary for our conclusions can be provided as the second phase assignment.

Inspection

Gail Lissner, CRE viewed the property on February 23, 2023.

Executive Summary and Conclusions

Location

The subject site is located at 116-120 W. Eastman in downtown Arlington Heights, IL. The overall site area is reported to be 43,584 SF.

Proposed Development Plan

The subject property is currently proposed to be a 7-story building with a total of 154 residential units and 203 parking spaces. Parking for the apartments will be located on the lower level (9 spaces), first floor (72 spaces) and second floor (80 spaces, of which 19 are tandem spaces and can accommodate two cars).

The developer's current plan includes the following unit mix and sizes:

Unit Type	No. Units	%	Avg SF	Total SF
Studio/1	26	17%	549	14,274
1BR/1	93	60%	713	66,309
1BR/1+Den	18	12%	952	17,136
2BR/2	8	5%	1,150	9,200
Total Market Rate Units	**145**	**94%**	**737**	**106,919**
Affordable Units	9	6%	890	8,010
Total Units	**154**	**100%**	**746**	**114,929**

The developer is planning this to be a high-end building with an abundance of amenity spaces including co-working areas, fitness center, resident lounge, outdoor swimming pool and sun deck, roof top sky lounge and outdoor roof deck

Occupancy is being planned for 2025.

Summary of Rent and Lease-up Projections

Based upon our review of the subject location and the rental competition in the market, it appears that the units will be well received by renters in the market. Unlike typical rental properties which have a larger number of two bedroom units and some three bedroom units, subject's units are positioned to appeal to persons with more limited space needs, instead focusing on the studio, one bedroom and one bedroom plus den segments of the market, with only 5% two bedroom units and no three bedroom units. One bedroom units have historically been in good demand and studio units are a newer product type in the suburbs, but have been extremely popular. The one bedroom plus den segment has emerged in greater numbers in new developments since the onset of COVID due to the increasing remote and hybrid work arrangements. Thus, this unit mix appears to be oriented to the needs of renters in the market.

Regarding subject's amenities, by incorporating a swimming pool, deck area, multiple lounge areas, and a roof deck, the property will be competitive with the larger apartment developments in the market.

The following are our recommended rents for the subject units in 2023 dollars:

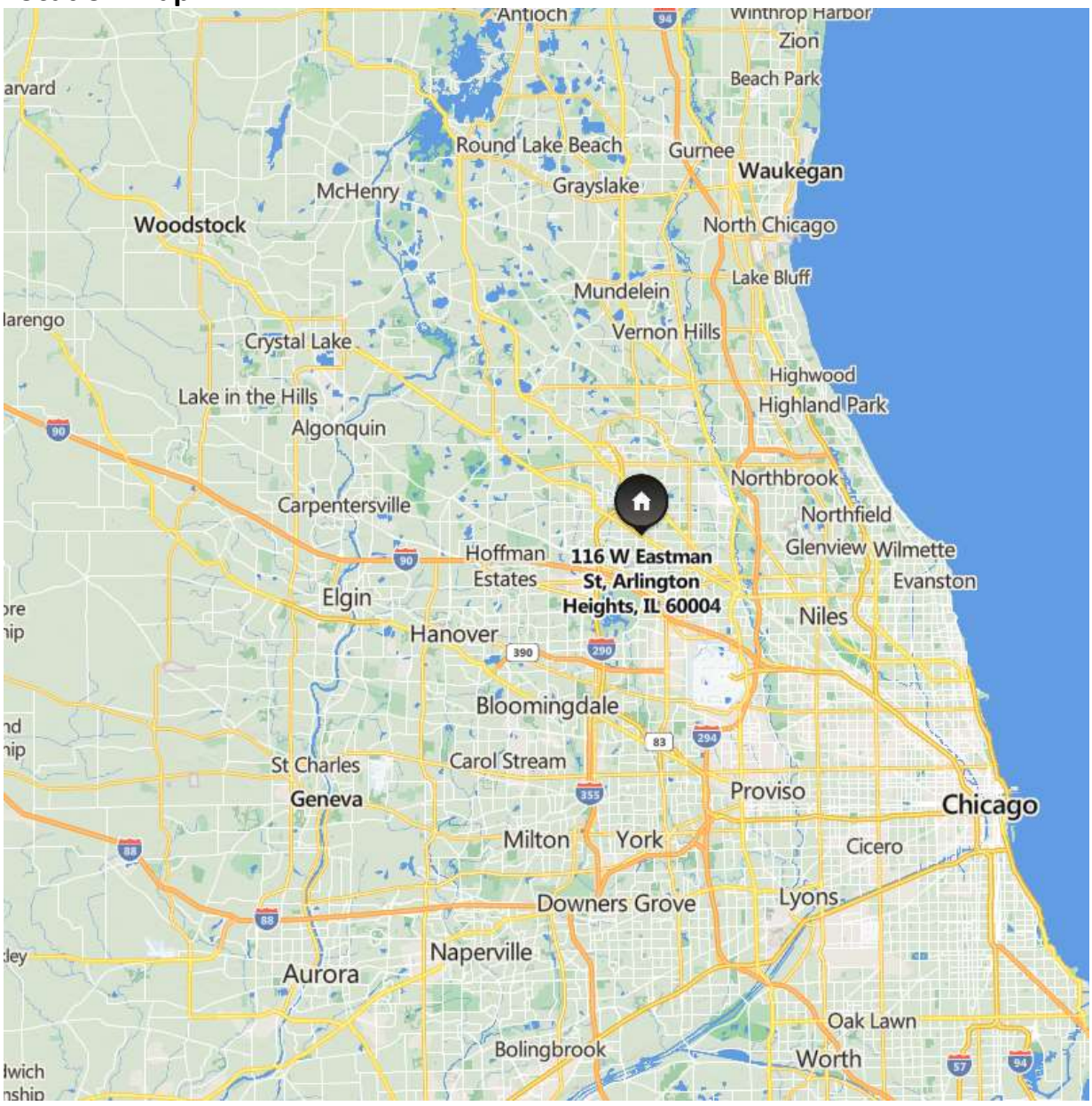
Projected Rents

Unit Type	No. Units	%	Avg SF	Avg Net Effective Rent	Avg Net Effective Rent PSF
Studio/1	7	5%	580	$1,750	$3.02
Studio/1	19	12%	537	$1,750	$3.26
1BR/1	93	60%	713	$2,100	$2.95
1BR/1+Den	18	12%	952	$2,450	$2.57
2BR/2	8	5%	1,150	$2,950	$2.57
Total Market Rate Units	**145**	**94%**	**737**	**$2,128**	**$2.89**
Affordable Units	9	6%	890		
Total Units	**154**	**100%**	**746**		

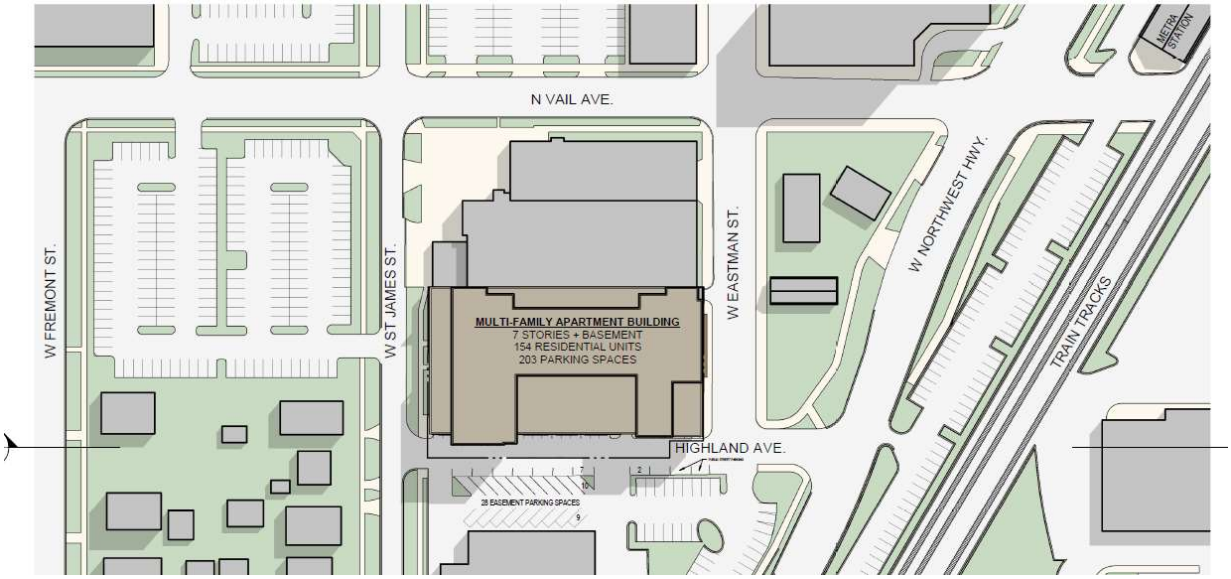
We note, detailed floor plans that depict partitions and room placement were not available for the property. Our conclusions assume the project has functional, efficient layouts that will be competitive with the market. Revisions may be required when detailed plans become available.

The rents shown are in current dollars, with rents expected to grow at a rate of approximately 3% per year until construction completion. Parking is estimated at approximately $100-$125 per month. Lease-up is expected at an average pace of approximately 9 to 10 units per month based upon the lease-up pace occurring in the market.

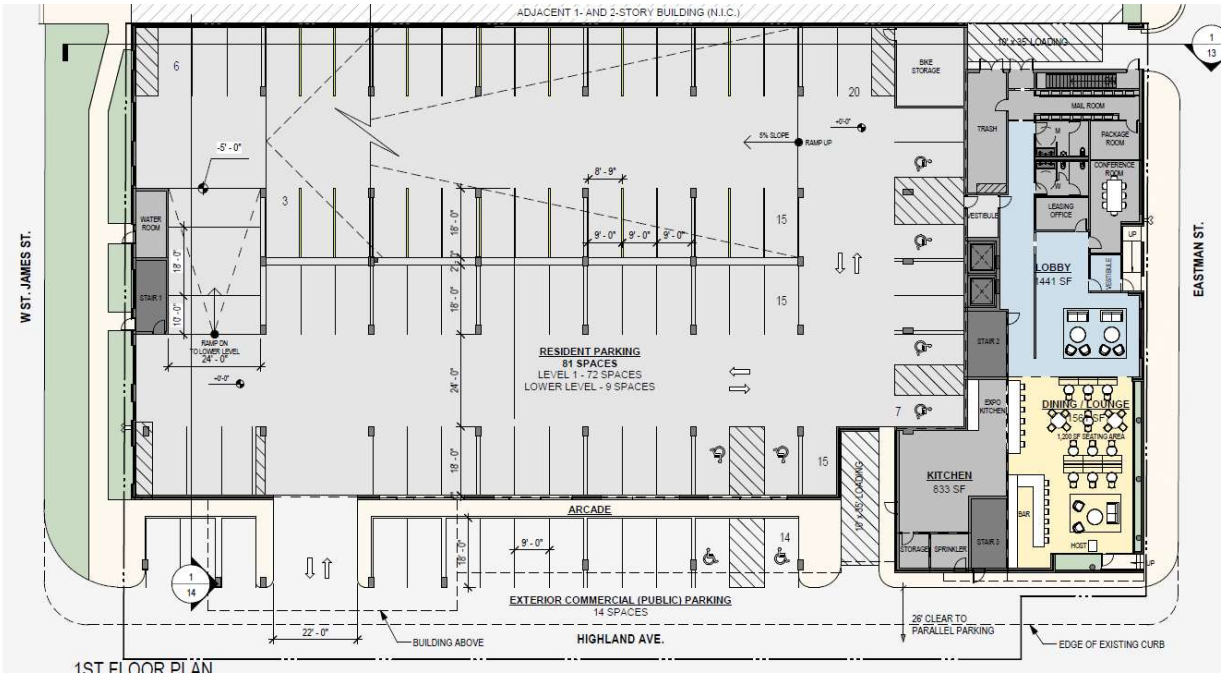
Location Map



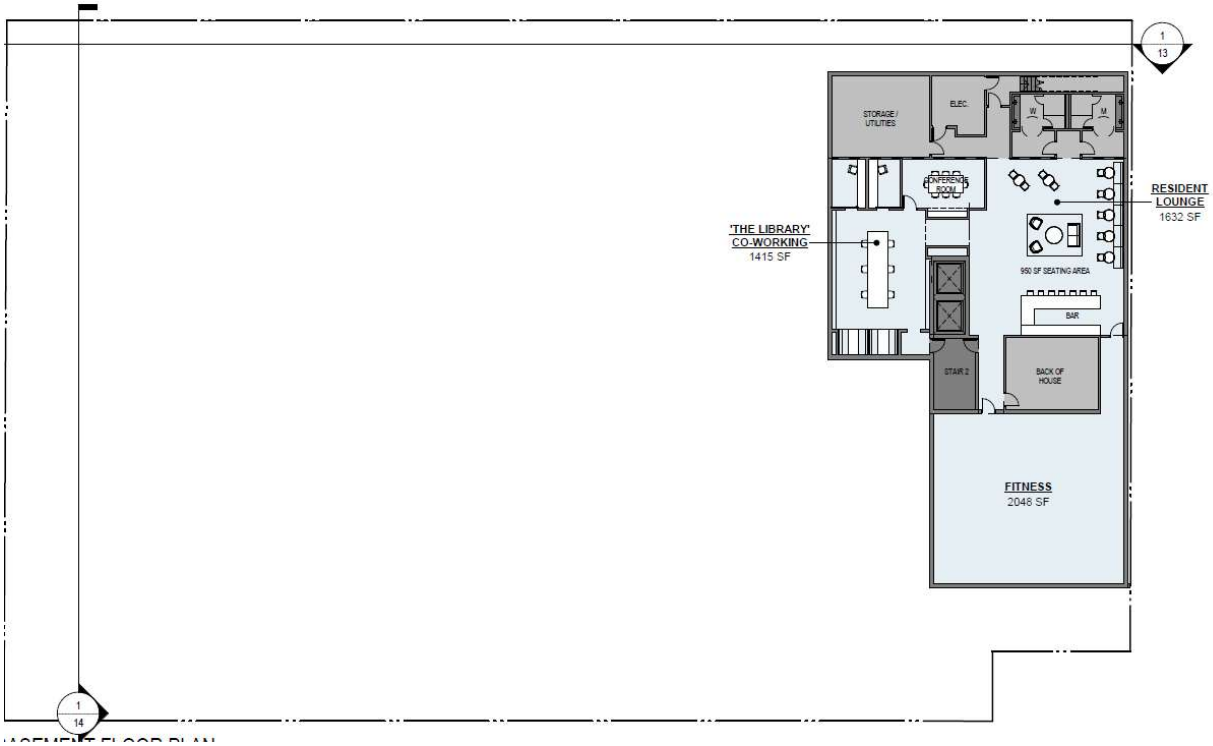
Site Plan



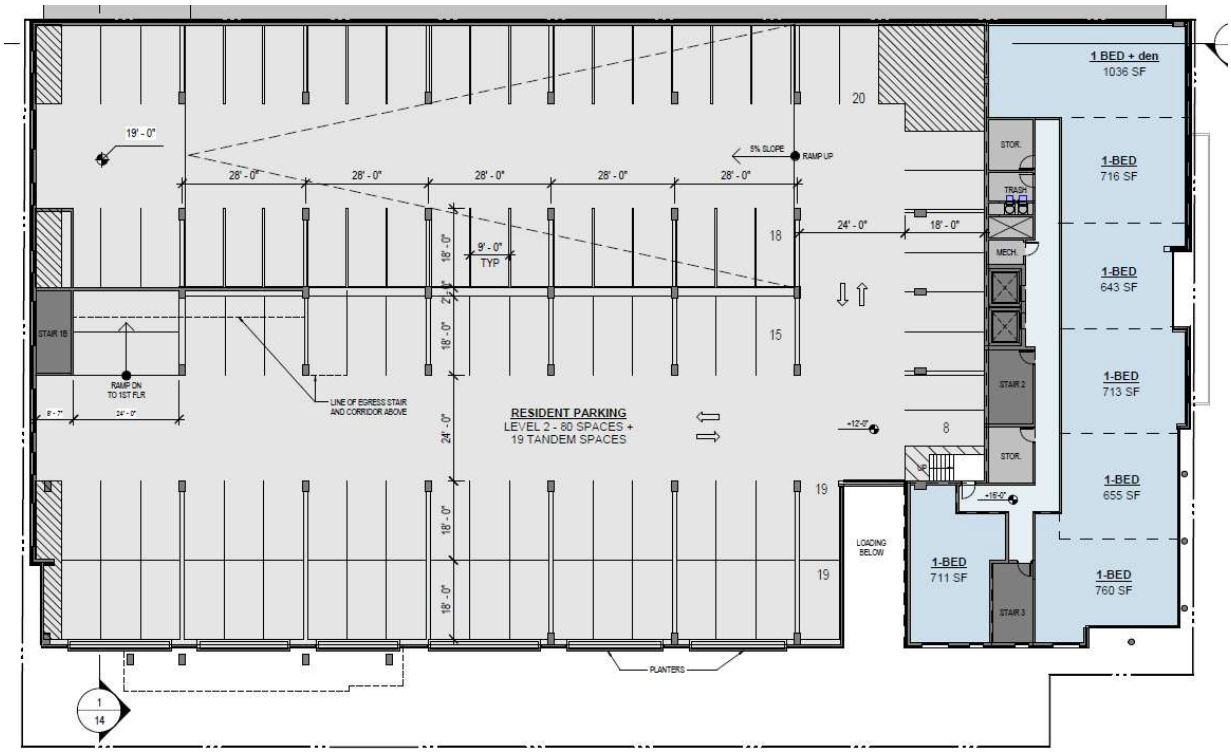
First Floor



Basement

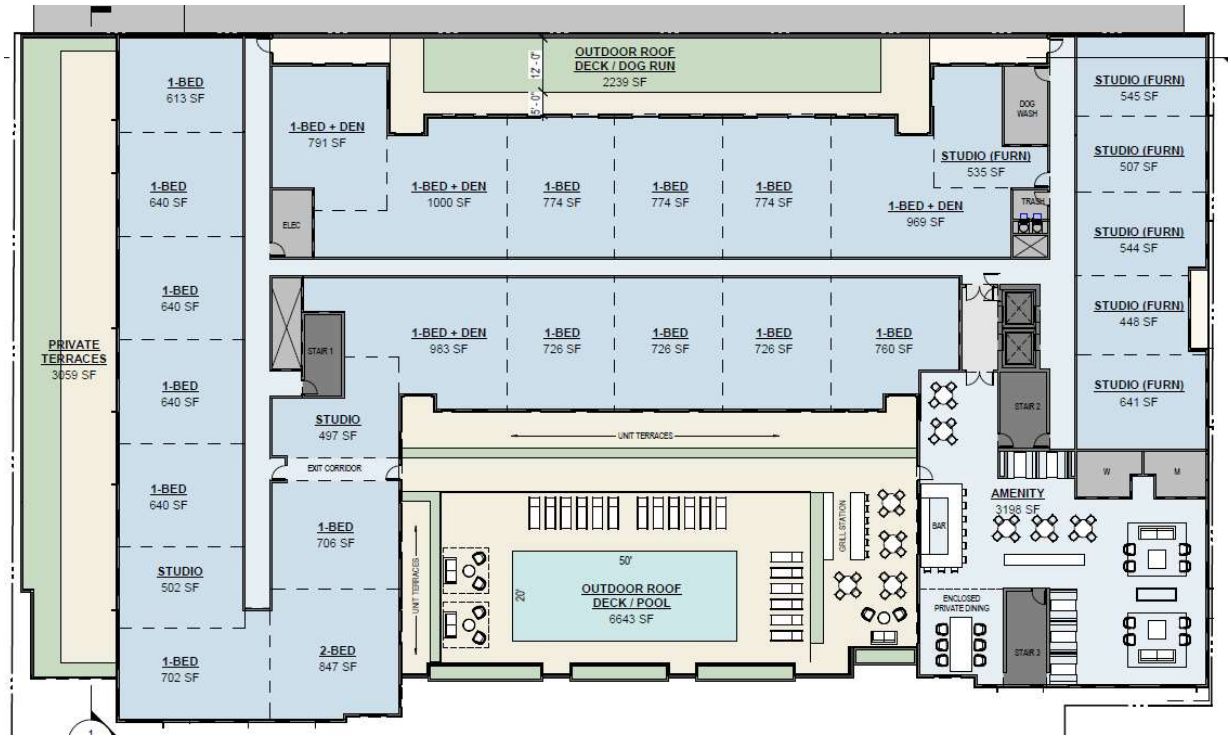


Second Floor

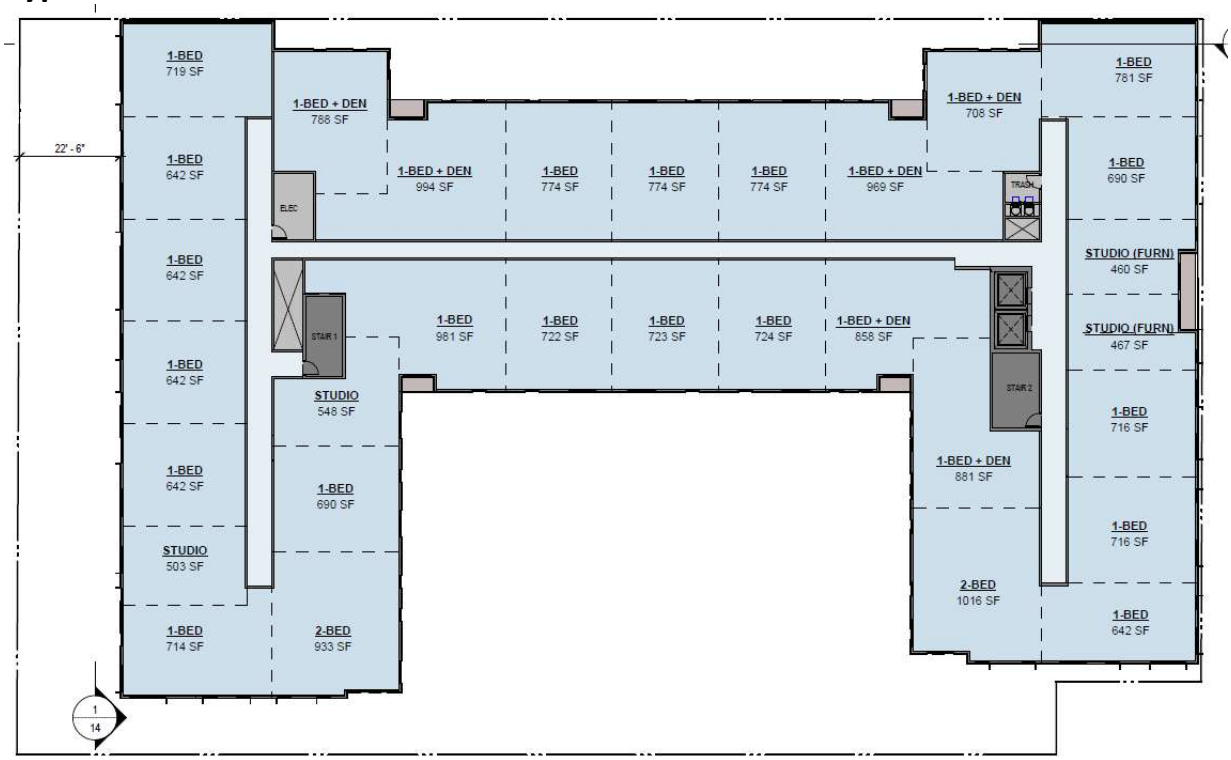


2ND FLOOR PLAN - 7 UNITS

Third Floor



Typical Floor



TYPICAL FLOOR PLAN (4TH - 6TH) - 31 UNITS

Seventh Floor

Analysis and Conclusions

Property Location

The subject property has a good location in downtown Arlington Heights. The downtown area has been a popular location for residential units of all types including rental apartments, condominiums, and single family residences. New residential development has been very limited in the downtown market in recent years, which provides an excellent opportunity for the subject property to capture the demand from renters desiring the new construction amenities not currently available in the downtown area.

The immediate area of the subject property is more residential in character than the area to the south of the Metra tracks which contains a broader mix of retail uses and restaurants. Proximity to the Metra station is excellent and is expected to generate demand among the potential renters. As seen by the two largest apartment developments in the downtown area (Hancock Square and Dunton Tower), apartment demand is good both north and south of the train tracks which divide the downtown market.

While Arlington Heights may be undergoing some substantial changes to its western region if the new stadium and associated development moves forward, this will be a long-term project that will not diminish the desirability of the village's downtown area. In fact, this stadium development plan will generate new jobs and additional rental demand for apartments in the downtown area.

Suburban Chicago Rental Market Area

On a quarterly basis, Integra Realty Resources – Chicago is surveying approximately 350 apartment complexes with over 100,000 dwelling units in the suburban market. Our primary research of the suburban Chicago rental market is gathered from property inspections and conversations with brokers, developers, lenders, investors, managers, and leasing agents involved in the apartment market. Our survey includes virtually every major apartment community developed since 1995 plus older developments (primarily post-1970) throughout the MSA. The data is gathered by direct contact with on-site staff and/or ownership.

As of our 4Q 2022 survey, median net rent per square foot is at $1.90 which is up 7.5 percent from a year ago and accompanied by stable occupancy. Rent growth remains elevated but slowed due to economic uncertainty and a reduction in household formation. Compared to two years ago, net rent growth has amounted to a positive 22.7 percent, or from $1.55 per square foot to $1.90 per square foot. These recent gains remain well above the historical levels of three to four percent. One bedroom units have a median net rent of $1,566 per month while two bedrooms are at $1,833. We expect rent growth of 3-4 percent annually going forward.

Physical occupancy is at 97.5 percent for the entire market – albeit off 50 bps from a year ago. The suburban market overall is considered "full", contributing to escalated pricing. Tenant income levels will likely constrain rent growth. The lack of notable suburban employment growth has not hindered

demand. While some renters transitioned to single family home ownership during the pandemic, others have taken advantage of higher prices in the for-sale market and sold their homes, moving to rental product potentially as a short-term play until they determine their next move. Rising interest rates will curtail home purchases, increasing retention in the rental market. We expect occupancy to remain stable in the near term.

Competition Overview

With a focus on rental apartment alternatives to a newly construction downtown Arlington Heights apartment property, the rent survey comprising 16 properties and nearly 2,900 units included the following:

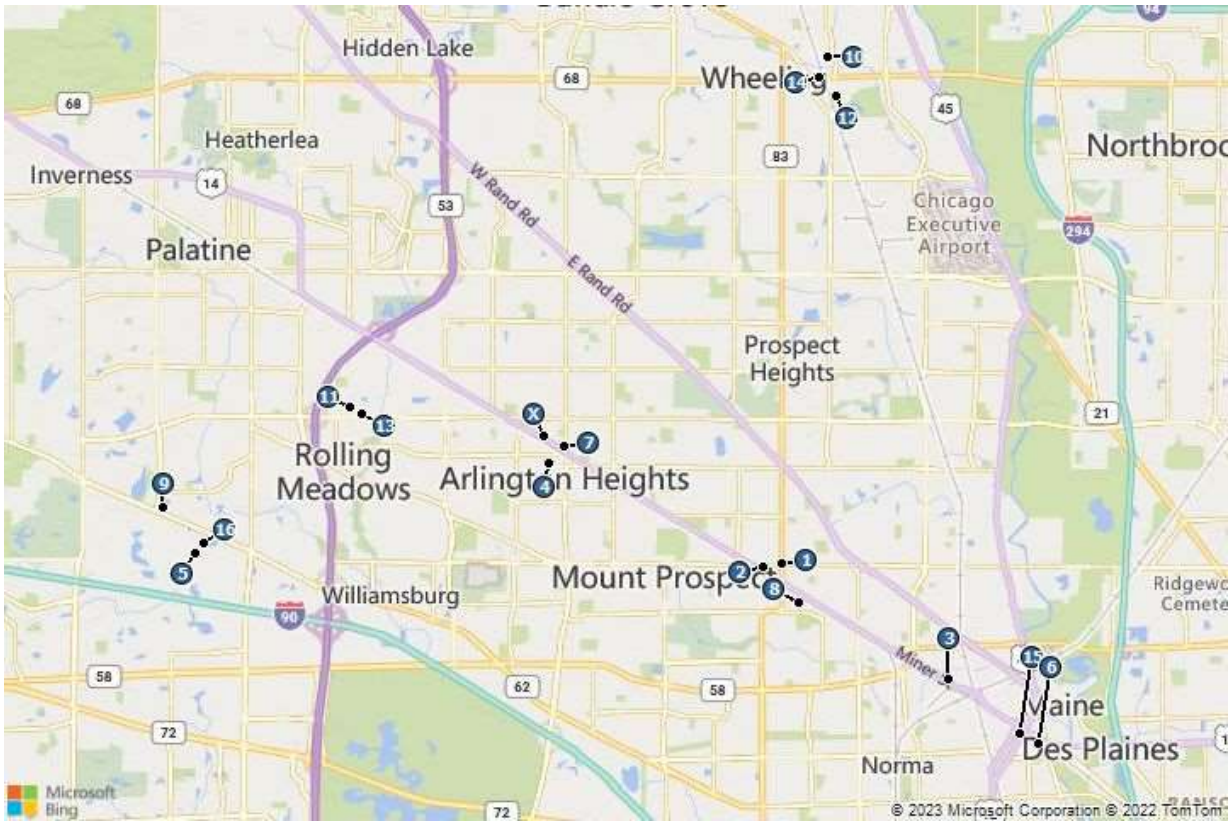
- Apartment buildings in downtown Arlington Heights
- Newer apartment developments in nearby suburban downtown locations close to a Metra station
- Newer apartment developments within a reasonable driving distance of downtown Arlington Heights, although not situated in a suburban downtown

A summary of the comparable data for the existing properties is presented below and on the following pages.

Apartment Rental Competition Overview by Unit Type

				Gross		Net Effective	
Unit Type	No. Units	Unit Mix	Avg SF	Avg Rent	Avg PSF	Avg Rent	Avg PSF
Studio	138	5%	581	$1,585	$2.73	$1,529	$2.63
1BR	1,517	53%	814	$1,865	$2.29	$1,829	$2.25
1BR+Den	62	2%	989	$2,153	$2.18	$2,087	$2.11
2BR	963	33%	1,168	$2,526	$2.16	$2,478	$2.12
2BR+Den	77	3%	1,368	$2,592	$1.89	$2,536	$1.85
3BR	130	5%	1,404	$3,042	$2.17	$2,976	$2.12
Total	2,887	100%					

Rental Competition Survey Map



No.	Name	Suburb
Subject	**116-120 W. Eastman**	Arlington Hts
1	10 N. Main	Mt Prospect
2	20 West	Mt Prospect
3	Buckingham Place	Des Plaines
4	Dunton Tower	Arlington Hts
5	Element at Veridian	Schaumburg
6	Ellison Apts	Des Plaines
7	Hancock Square	Arlington Hts
8	Maple Street Lots	Mt Prospect
9	North 680	Schaumburg
10	Northgate Crossing	Wheeling
11	One Arlington	Arlington Hts
12	One Wheeling Town Center	Wheeling
13	Res. At Payton Place	Arlington Hts
14	Uptown 500	Wheeling
15	Welkin Apartments	Des Plaines
16	The Quin	Schaumburg

Rental Market Survey Summaries

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No.	Name	Address	Suburb	Date Blt	Total Units	Avg Size (SF)	Quoted Rent PSF	Net Rent PSF	Occup	Parking
Subject	**116-120 W. Eastman**	116-120 W. Eastman	Arlington Hts	Prop	145	737				
			(including affordables)		154	746				
1	10 N. Main	10 N. Main	Mt Prospect	2021	97	885	$2.52	$2.52	95.9%	$75-$125
2	20 West	20 W. Northwest Hwy	Mt Prospect	2019	71	866	$2.62	$2.62	90.1%	$125
3	Buckingham Place	750 E. Northwest Hwy	Des Plaines	2018	267	961	$2.35	$2.22	95.9%	$65-$100
4	Dunton Tower	55 S Vail	Arlington Hts	1986	216	902	$2.08	$2.08	94.4%	$75
5	Element at Veridian	2200 Progress Pky	Schaumburg	2020	260	947	$2.45	$2.45	97.3%	$75-$100
6	Ellison Apts	1555 Ellinwood	Des Plaines	2019	113	839	$2.75	$2.75	99.1%	$35-$100
7	Hancock Square	200 N Arlington Hts Rd	Arlington Hts	1988	409	849	$2.62	$2.62	95.6%	$75
8	Maple Street Lots	207 S Maple	Mt Prospect	2021	192	749	$2.91	$2.72	94.8%	$125-$175
9	North 680	680 E. Algonquin	Schaumburg	2017	180	894	$2.43	$2.43	95.6%	$75-$120
10	Northgate Crossing	200 Hudson Ct	Wheeling	2016	300	969	$2.33	$2.33	95.3%	$145-$175
11	One Arlington	3400 W Stonegate	Arlington Hts	2014	214	936	$2.51	$2.51	97.2%	$99-$198
12	One Wheeling Town Center	375 W Dundee	Wheeling	2018	324	1,015	$2.34	$2.27	89.5%	$80
13	Res. At Payton Place	3401 W. Payton Pl.	Arlington Hts	2021	263	981	$2.52	$2.31	Lease up	$110
14	Uptown 500	500 W. Dundee	Wheeling	2020	319	949	$2.30	$2.20	88.7%	$70
15	Welkin Apartments	1425 Ellinwood	Des Plaines	2022	212	891	$2.67	$2.45	Lease up	$125
16	The Quin	2450 Plum Grove Rd	Schaumburg	2023	373	908	$2.73	$2.56	Lease up	Inc.

Rental Apartment Survey – Unit Mix

Unit Mix

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No.	Name	Suburb	Date Blt	Total Units	Avg Size (SF)	Studio Units	Studio %	1BR Units	1BR %	1BR+Den Units	1BR+Den %	2BR Units	2BR %	2BR+Den Units	2BR+Den %	3BR Units	3BR %
Subject	**116-120 W. Eastman**	Arlington Hts	Prop	145	737	26	18%	93	64%	18	12%	8	4%				
		(including affordables)		154	746												
1	10 N. Main	Mt Prospect	2021	97	885	14	14%	51	53%			29	30%			3	3%
2	20 West	Mt Prospect	2019	71	866	9	13%	41	58%			20	28%			1	1%
3	Buckingham Place	Des Plaines	2018	267	961	19	7%	130	49%			113	42%			5	2%
4	Dunton Tower	Arlington Hts	1986	216	902	27	13%	108	50%			81	37%				
5	Element at Veridian	Schaumburg	2020	260	947	58	22%	143	55%			51	20%			8	3%
6	Ellison Apts	Des Plaines	2019	113	839	15	13%	60	53%	15	13%	18	16%	5	4%		
7	Hancock Square	Arlington Hts	1988	409	849	30	7%	143	35%	89	22%	147	15%				
8	Maple Street Lots	Mt Prospect	2021	192	749	38	20%	124	65%			30	16%				
9	North 680	Schaumburg	2017	180	894			104	59%	24	13%	52	30%				
10	Northgate Crossing	Wheeling	2016	300	969			162	54%			126	42%			12	4%
11	One Arlington	Arlington Hts	2014	214	936	51	24%	113	53%			50	23%				
12	One Wheeling Town Center	Wheeling	2018	324	1,015	34	10%	129	40%			152	47%			9	3%
13	Res. At Payton Place	Arlington Hts	2021	263	981	34	13%	81	31%	34	13%	82	31%	5	2%	27	10%
14	Uptown 500	Wheeling	2020	319	949	83	26%	102	32%			134	42%				
15	Welkin Apartments	Des Plaines	2022	212	891	25	12%	111	52%	31	15%	45	21%				
16	The Quin	Schaumburg	2023	373	908			185	50%	91	24%	76	20%	21	6%		

Rental Apartment Survey – Unit Square Footages

Unit Size (Square Feet)

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No.	Name	Suburb	Date Blt	Total Units	Avg Size (SF)	Studio	1BR	1+Den	2BR	2+Den	3BR
Subject	**116-120 W. Eastman**	Arlington Hts	Prop	145	737	659	713	952	1,150		
		(including affordables)		154	746						
1	10 N. Main	Mt Prospect	2021	97	885	598	730-874		1,058-1,184		1,353
2	20 West	Mt Prospect	2019	71	866	582-647	744-844		921-1,147		2,731
3	Buckingham Place	Des Plaines	2018	267	961	603	743-960		951-1,271		1,786
4	Dunton Tower	Arlington Hts	1986	216	902	600	785-800		1,100-1,200		
5	Element at Veridian	Schaumburg	2020	260	947	577-820	825-1,039		1,183-1,199		1,466
6	Ellison Apts	Des Plaines	2019	113	839	575-638	730-764	895-921	1,128-1,199	1,262	
7	Hancock Square	Arlington Hts	1988	409	849	608	677	850-925	975-1,128		
8	Maple Street Lots	Mt Prospect	2021	192	749	591-663	663-747		992-1,180		
9	North 680	Schaumburg	2017	180	894		665-785	1,039	1,130-1,588		
10	Northgate Crossing	Wheeling	2016	300	969		696-873		883-1,212		1,971-2,005
11	One Arlington	Arlington Hts	2014	214	936	549-769	803-1,012		1,193-1,521		
12	One Wheeling Town Center	Wheeling	2018	324	1,015	565-660	635-1,016		1,120-1,355		1,420-1,554
13	Res. At Payton Place	Arlington Hts	2021	263	981	495-518	732-1,107	915-919	1,120-1,269	1,312	1,440-1,541
14	Uptown 500	Wheeling	2020	319	949	622-720	722-799		1,111-1,452		
15	Welkin Apartments	Des Plaines	2022	212	891	604-623	744-897	872-908	1,087-1,348		
16	The Quin	Schaumburg	2023	373	908		691-842	901-1,030	1,109	1,282-1,394	

Existing Competition

As a newly constructed apartment building with extensive amenities and a downtown Arlington Heights location, the subject property is expected to be able to command rent levels at the top of the northwest Cook submarket. With its heavy concentration of smaller unit types, it will be able to generate rents at the upper end of the market on a rent per square foot basis.

The bulk of subject's competition is comprised of newer rental apartment buildings located in Mount Prospect and Des Plaines. The two primary competitors in Arlington Heights are significantly older than subject, constructed in the 1980s and cannot compete with subject in terms of unit finishes and building common areas.

Additional competition is also located in the western section of Arlington Heights near the new proposed stadium along with properties in the Schaumburg market to the west. These properties lack the walkability provided by subject's location as these are isolated suburban apartment developments which are not part of a cohesive downtown area. They also lack the Metra accessibility and will indicate rent levels below what would be indicated for the subject units.

The Wheeling properties were included as secondary competition, as Wheeling lacks a traditional downtown area. However, these three properties are within walking distance of the Metra station, with One Wheeling Town Center located adjacent to the station. While subject's Metra location has a full schedule of trains, the line that services Wheeling offers much more infrequent service, thus being less desirable for train commuters. Overall, the new construction alternatives in Wheeling provide a lower rent alternative to subject's downtown Arlington Heights location.

Future Competition – Proposed for Development or Under Construction

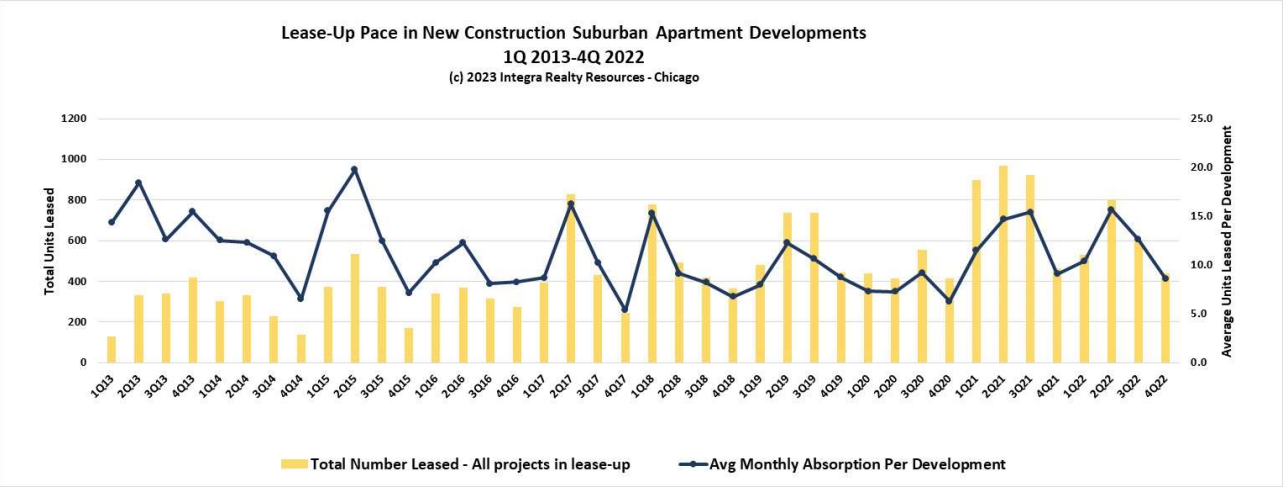
In addition to the developments which are currently offering rental apartment units in the area, there is a large amount of new apartment development occurring throughout the suburban metropolitan area.

As already mentioned, the Quin in Schaumburg is currently under construction, with deliveries expected to begin in mid March 2023. In addition, the 76 unit Hickory Apartments at Hickory and Kensington are under construction close to downtown Arlington Heights and the 80-unit One West Prospect project is under construction in downtown Mt. Prospect. There have been numerous other proposals for apartment developments in the Northwest Cook submarket, but none which are currently moving forward in downtown Arlington Heights. Thus, the subject property will be uniquely positioned to capture the demand from renters who want a full amenity, new construction rental apartment building in downtown Arlington Heights.

Absorption of New Suburban Rental Apartment Units

Integra Realty Resources – Chicago has been tracking the lease-up pace in new suburban developments since 1Q 2013. This coincided with the beginning of rental development occurring in the suburban market after a nearly 8 year hiatus. As shown below, the lease-up pace is seasonal and also tied to the number of new projects in lease-up. Analyzing this activity on a project basis, monthly absorption tends to average approximately 8 to 15 units, with some quarters exceeding this pace. Smaller developments tend to achieve a slower pace as they frequently have lower-profile marketing

efforts. A multitude of factors can influence the lease-up pattern of a development including its location, pricing, quantity of competing new product, marketing strategy, and the seasonal timing of the project. COVID-19, which initially caused the shutdown of in-person leasing, has not negatively impacted lease-ups of new properties, with projects generally tracking the absorption seen in prior years, if not performing even better.



It should be noted that this chart includes the vast majority of apartment developments engaged in lease-up. For the occasional project where management will not provide their lease-up numbers, those projects have been excluded.

In the Northwest Cook submarket since 2013, 17 properties have been added to the market comprising over 3,500 units. Overall, these developments have averaged 9 units per month. This is also consistent with the Residences at Payton Place which has averaged 9 units per month and One Arlington which averaged 10 units per month. With subject's strong downtown Arlington Heights location, it is expected that its lease-up will do at least as well as these properties and that stabilized occupancy will be achieved within slightly more than one year.

Detailed Project Data Sheets for the Existing Competition

On the following pages is the survey of the 16 projects which are considered to be comprise primary and secondary competition for the subject units.

Apartment Survey - Project Data Sheets

10 North Main

10 N Main St
Mount Prospect, Cook County, IL 60056

Cook County-Northwest

Class: A, Market Rate
ID: 2022; YrQtr: 20224

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**97**
Avg Unit SF:	**885**
Built:	**2021**
Renovated:	**na**

Economic Profile	
Occupancy:	**95.9%**
Quoted Rent:	**$2.52**
Concessions:	**0.0%**
Effective Rent:	**$2.52**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	14	14.4%	598	$1,790	$2.99	$2.99	0.0%	$1,790	$2.99	$2.99
1.0 Bath			598	$1,790	$2.99			$1,790	$2.99	
One Bedroom	51	52.6%	730	$1,614	$2.21	$2.27	0.0%	$1,614	$2.21	$2.27
1.0 Bath			874	$2,040	$2.33			$2,040	$2.33	
Two Bedroom	29	29.9%	1,058	$2,760	$2.61	$2.70	0.0%	$2,760	$2.61	$2.70
2.0 Bath			1,184	$3,300	$2.79			$3,300	$2.79	
Three Bedroom	3	3.1%	1,353	$3,377	$2.50	$2.51	0.0%	$3,377	$2.50	$2.51
2.0 Bath			1,353	$3,417	$2.53			$3,417	$2.53	

Paid Parking: $75 (Reserved Gar/Encl) to $125 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Vinyl Plank Floors	Dishwasher	Party/Social Room
Smooth Ceiling	Microwave	Pets Allowed
Window Blinds	Range - Gas	Fire Pit
Quartz Counters	Refrigerator	Grilling Area
Tile Backsplash	WasherDryer Incl	***Parking***
Undermount Sinks	***Fitness***	Surface Parking
Patio/Balcony/Deck	Fitness Center	Reserved Gar/Encl
	Rooftop Sundeck	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.52	0.0%	95.9%	$2.52
20223	$2.55	0.0%	91.8%	$2.55
20222	$2.55	2.1%	94.8%	$2.49
20221	$2.55	0.0%	93.8%	$2.55
20214	$2.55	6.5%	95.9%	$2.38
20213	$2.47	17.0%	92.8%	$2.05
20212	$2.47	17.0%	68.0%	$2.05
20211	$2.51	14.3%	32.7%	$2.15

Notes: Parking Range is covered vs uncovered. ***RMK***

20 West

20 W Northwest Hwy

Mount Prospect, Cook County, IL 60056

Cook County-Northwest

Class: A, Market Rate

ID: 1916; YrQtr: 20224

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Electric Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**71**
Avg Unit SF:	**866**
Built:	**2019**
Renovated:	**na**

Economic Profile	
Occupancy:	**90.1%**
Quoted Rent:	**$2.62**
Concessions:	**0.0%**
Effective Rent:	**$2.62**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	9	12.7%	582	$1,685	$2.90	$2.77	0.0%	$1,685	$2.90	$2.77
1.0 Bath			647	$1,710	$2.64			$1,710	$2.64	
One Bedroom	41	57.7%	744	$2,050	$2.76	$2.70	0.0%	$2,050	$2.76	$2.70
1.0 Bath			844	$2,230	$2.64			$2,230	$2.64	
Two Bedroom	20	28.2%	921	$2,195	$2.38	$2.50	0.0%	$2,195	$2.38	$2.50
2.0 Bath			1,147	$3,000	$2.62			$3,000	$2.62	
Three Bedroom	1	1.4%	2,731	$6,434	$2.36	$2.36	0.0%	$6,434	$2.36	$2.36
3.0 Bath & up			2,731	$6,434	$2.36			$6,434	$2.36	

Paid Parking: $125 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Dishwasher	Extra Storage
Vinyl Plank Floors	Microwave	Pets Allowed
Smooth Ceiling	Range - Electric	
Window Blinds	Refrigerator	
Quartz Counters	WasherDryer Incl	
Tile Backsplash	***Fitness***	
Undermount Sinks	Fitness Center	
Patio/Balcony/Deck		

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.62	0.0%	90.1%	$2.62
20223	$2.73	0.0%	95.8%	$2.73
20222	$2.52	0.0%	94.4%	$2.52
20221	$2.28	0.0%	91.7%	$2.28
20214	$2.18	7.1%	94.4%	$2.03
20213	$2.18	7.1%	97.2%	$2.03
20212	$2.17	7.1%	94.4%	$2.02
20211	$2.27	8.3%	88.9%	$2.08
20204	$2.33	16.7%	88.9%	$1.94

Notes: Leasing began 9/2019

Daniel management Group

Buckingham Place

750 E Northwest Hwy
Des Plaines, Cook County, IL 60016

Cook County-Northwest

Class: A, Market Rate
ID: 1796; YrQtr: 20224

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**267**
Avg Unit SF:	**961**
Built:	**2018**
Renovated:	**na**

Economic Profile	
Occupancy:	**95.9%**
Quoted Rent:	**$2.35**
Concessions:	**5.5%**
Effective Rent:	**$2.22**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	19	7.1%	603	$1,730	$2.87	$2.87	7.2%	$1,605	$2.66	$2.66
1.0 Bath			603	$1,730	$2.87			$1,605	$2.66	
One Bedroom	130	48.7%	743	$1,881	$2.53	$2.35	6.3%	$1,763	$2.37	$2.21
1.0 Bath			960	$2,090	$2.18			$1,958	$2.04	
Two Bedroom	113	42.3%	951	$2,258	$2.37	$2.35	4.8%	$2,150	$2.26	$2.24
2.0 Bath			1,271	$2,959	$2.33			$2,817	$2.22	
Three Bedroom	5	1.9%	1,786	$3,455	$1.93	$1.93	3.6%	$3,330	$1.86	$1.86
2.0 Bath			1,786	$3,455	$1.93			$3,330	$1.86	

Paid Parking: $65 (Reserved Gar/Encl) to $100 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Party/Social Room
Vinyl Plank Floors	Dishwasher	Smoke Free
9' Ceiling	Microwave	Extra Storage
Smooth Ceiling	Range - Electric	Pets Allowed
Window Blinds	WasherDryer Incl	Grilling Area
Quartz Counters	***Fitness***	Pet Wash Station
Tile Backsplash	Fitness Center	***Parking***
Undermount Sinks	Outdoor Pool	Reserved Gar/Encl
Patio/Balcony/Deck	Hot Tub	
	Bike Storage	
	Rooftop Sundeck	

Trends

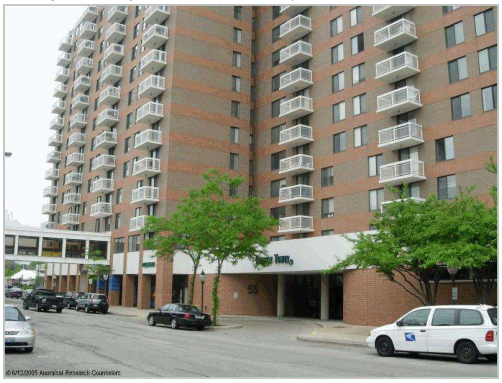
Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.35	5.5%	95.9%	$2.22
20223	$2.30	0.0%	93.6%	$2.30
20222	$2.37	0.0%	95.9%	$2.37
20221	$2.23	0.0%	94.0%	$2.23
20214	$2.10	0.0%	97.0%	$2.10
20213	$2.09	6.8%	94.4%	$1.95
20212	$2.09	5.3%	91.8%	$1.98
20211	$2.04	13.9%	78.3%	$1.76
20204	$2.06	10.7%	73.4%	$1.84

Notes: Occupancy began Mid August 2018. Parking range is one space vs two spaces

The 601 Companies

Dunton Tower

55 South Vail Avenue (Vail Ave, S of Northwest Hwy)
Arlington Heights, Cook County, IL 60005



Cook County-Northwest

Class: B, Market Rate
ID: 407; YrQtr: 20224

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat	✓		Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**216**
Avg Unit SF:	**902**
Built:	**1986**
Renovated:	**2006**

Economic Profile	
Occupancy:	**94.4%**
Quoted Rent:	**$2.08**
Concessions:	**0.0%**
Effective Rent:	**$2.08**

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Net Effective Rent		
				Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	27	12.5%	600	$1,449	$2.42	$2.47	0.0%	$1,449	$2.42	$2.47
1.0 Bath			600	$1,517	$2.53			$1,517	$2.53	
One Bedroom	108	50.0%	785	$1,786	$2.28	$2.33	0.0%	$1,786	$2.28	$2.33
1.0 Bath			800	$1,902	$2.38			$1,902	$2.38	
Two Bedroom	81	37.5%	1,100	$1,970	$1.79	$1.79	0.0%	$1,970	$1.79	$1.79
2.0 Bath			1,200	$2,145	$1.79			$2,145	$1.79	

Paid Parking: $75 (Attached Garage) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Laundry Room
Vinyl Plank Floors	Dishwasher	Business Center
Popcorn Ceiling	Microwave	Clubhouse
Window Blinds	Range - Electric	Party/Social Room
Granite Counters	Refrigerator	Extra Storage
Undermount Sinks	***Fitness***	Pets Allowed
Patio/Balcony/Deck	Fitness Center	Grilling Area
	Outdoor Pool	***Parking***
	Sauna	Detached Garage
	Whirlpool	Self-Park Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.08	0.0%	94.4%	$2.08
20223	$2.25	0.0%	97.7%	$2.25
20222	$2.39	0.0%	98.1%	$2.39
20221	$2.19	0.0%	97.7%	$2.19
20214	$2.14	0.0%	96.3%	$2.14
20213	$2.03	0.0%	96.3%	$2.03
20212	$1.95	0.0%	97.2%	$1.95
20211	$1.87	0.0%	94.4%	$1.87
20204	$1.78	0.0%	94.0%	$1.78

Notes:

TLC Management

Element at Veridian

2200 Progress Pky

Schaumburg, Cook County, IL 60173

Cook County-Northwest

Class: A, Market Rate

ID: 1959; YrQtr: 20224

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**260**
Avg Unit SF:	**947**
Built:	**2020**
Renovated:	**na**

Economic Profile	
Occupancy:	**97.3%**
Quoted Rent:	**$2.45**
Concessions:	**0.0%**
Effective Rent:	**$2.45**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	58	22.3%	577	$1,717	$2.98	$2.83	0.0%	$1,717	$2.98	$2.83
1.0 Bath			820	$2,205	$2.69			$2,205	$2.69	
One Bedroom	143	55.0%	825	$1,950	$2.36	$2.44	0.0%	$1,950	$2.36	$2.44
1.0 Bath			1,039	$2,609	$2.51			$2,609	$2.51	
Two Bedroom	51	19.6%	1,183	$2,650	$2.24	$2.23	0.0%	$2,650	$2.24	$2.23
2.0 Bath			1,199	$2,650	$2.21			$2,650	$2.21	
Three Bedroom	8	3.1%	1,466	$3,616	$2.47	$2.47	0.0%	$3,616	$2.47	$2.47
2.0 Bath			1,466	$3,633	$2.48			$3,633	$2.48	

Paid Parking: $75 (Reserved Gar/Encl) to $100 (Reserved Gar/Encl) per month. Free parking available.

Amenities

Unit	Appliance	Common
Carpeting	Dishwasher	Business Center
Vinyl Plank Floors	Microwave	Clubhouse
Quartz Counters	Range - Gas	Extra Storage
Tile Backsplash	Refrigerator	Pets Allowed
Undermount Sinks	WasherDryer Incl	Fire Pit
Patio/Balcony/Deck	***Fitness***	Grilling Area
	Fitness Center	Car Charging Station
	Outdoor Pool	Dog Run
	Bike Storage	Pet Wash Station
		Parking
		Surface Parking
		Reserved Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.45	0.0%	97.3%	$2.45
20223	$2.65	0.0%	96.9%	$2.65
20222	$2.55	0.0%	95.0%	$2.55
20221	$2.47	0.0%	86.9%	$2.47
20214	$2.35	16.7%	83.1%	$1.96
20213	$2.35	16.7%	80.0%	$1.96
20212	$2.35	16.7%	69.2%	$1.96
20211	$2.36	16.7%	43.1%	$1.96
20204	$2.36	18.8%	36.2%	$1.92

Notes: Property began leasing in March, 2020. Occupancies began in June, 2020. Phase 3 construction finished August, 2020. Parking is all reserved (uncovered $50, covered $75 and VIP $100). Elec car parking $225/mo. There is also free surface parking.

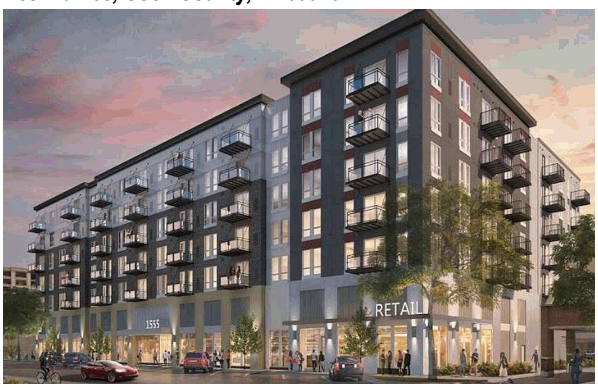
RPM

Ellison Apartments

1555 Ellinwood Avenue
Des Plaines, Cook County, IL 60016

Cook County-Northwest

Class: A, Market Rate
ID: 1885; YrQtr: 20224



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Electric Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**113**
Avg Unit SF:	**839**
Built:	**2019**
Renovated:	**na**

Economic Profile	
Occupancy:	**99.1%**
Quoted Rent:	**$2.75**
Concessions:	**0.0%**
Effective Rent:	**$2.75**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Convertible	15	13.3%	575	$1,965	$3.42	$3.25	0.0%	$1,965	$3.42	$3.25
1.0 Bath			638	$1,965	$3.08			$1,965	$3.08	
One Bedroom	60	53.1%	730	$1,979	$2.71	$2.82	0.0%	$1,979	$2.71	$2.82
1.0 Bath			764	$2,243	$2.94			$2,243	$2.94	
One Bedroom + Den	15	13.3%	895	$2,292	$2.56	$2.62	0.0%	$2,292	$2.56	$2.62
1.0 Bath			921	$2,470	$2.68			$2,470	$2.68	
Two Bedroom	18	15.9%	1,128	$2,446	$2.17	$2.47	0.0%	$2,446	$2.17	$2.47
2.0 Bath			1,199	$3,315	$2.76			$3,315	$2.76	
Two Bedroom + Den	5	4.4%	1,262	$3,328	$2.64	$2.64	0.0%	$3,328	$2.64	$2.64
2.0 Bath			1,262	$3,328	$2.64			$3,328	$2.64	

Paid Parking: $35 (Surface Parking) to $100 (Self-Park Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Clubhouse
Vinyl Plank Floors	Dishwasher	Party/Social Room
9' Ceiling	Microwave	Extra Storage
Exp Concrete Ceil	Range - Gas	Pets Allowed
Window Roller Shades	Refrigerator	Valet Dry Cleaning
Quartz Counters	WasherDryer Incl	***Parking***
Tile Backsplash	***Fitness***	Surface Parking
	Fitness Center	Self-Park Gar/Encl
	Outdoor Pool	
	Bike Storage	
	Rooftop Sundeck	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.75	0.0%	99.1%	$2.75
20223	$2.82	0.0%	100.0%	$2.82
20222	$2.77	0.0%	96.5%	$2.77
20221	$2.61	0.0%	98.2%	$2.61
20214	$2.37	0.0%	97.3%	$2.37
20213	$2.36	2.2%	96.5%	$2.31
20212	$2.34	0.0%	94.7%	$2.34
20211	$2.37	7.4%	93.8%	$2.20
20204	$2.30	7.4%	88.5%	$2.13

Notes: Leasing started 5/19. First move-in 7/20/19. 1,39 SF retail space. Two-level parking, covered and uncovered.

Berkshire (Devel. By Opus)

Hancock Square At Arlington Station

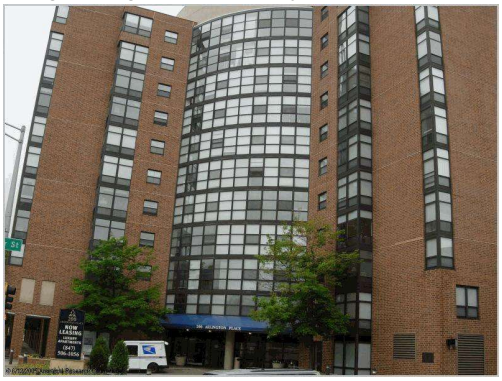
200 North Arlington Heights Road (Arlington Hts Rd, N of Northwest Hwy)

Arlington Heights, Cook County, IL 60004

Cook County-Northwest

Class: B, Market Rate

ID: 178; YrQtr: 20224



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**409**
Avg Unit SF:	**849**
Built:	**1988**
Renovated:	**2016**

Economic Profile	
Occupancy:	**95.6%**
Quoted Rent:	**$2.62**
Concessions:	**0.0%**
Effective Rent:	**$2.62**

Unit Description	Units	Pct	Sq Ft	Quoted Rent				Net Effective Rent		
				Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	30	7.3%	608	$1,446	$2.38	$2.43	0.0%	$1,446	$2.38	$2.43
1.0 Bath			608	$1,510	$2.48			$1,510	$2.48	
One Bedroom	143	35.0%	677	$2,018	$2.98	$3.05	0.0%	$2,018	$2.98	$3.05
1.0 Bath			677	$2,115	$3.12			$2,115	$3.12	
One Bedroom + Den	89	21.8%	850	$2,251	$2.65	$2.63	0.0%	$2,251	$2.65	$2.63
1.0 Bath			925	$2,420	$2.62			$2,420	$2.62	
Two Bedroom	87	21.3%	975	$2,186	$2.24	$2.27	0.0%	$2,186	$2.24	$2.27
2.0 Bath			991	$2,283	$2.30			$2,283	$2.30	
Two Bedroom	60	14.7%	1,128	$2,730	$2.42	$2.49	0.0%	$2,730	$2.42	$2.49
2.0 Bath			1,128	$2,887	$2.56			$2,887	$2.56	

● 30 units incl a den

Paid Parking: $75 (Attached Garage) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Business Center
Popcorn Ceiling	Dishwasher	Clubhouse
Window Blinds	Microwave	Party/Social Room
Granite Counters	Range - Electric	Extra Storage
Undermount Sinks	Refrigerator	Pets Allowed
Patio/Balcony/Deck	WasherDryer Incl	Grilling Area
	Fitness	Picnic Tables
	Fitness Center	***Parking***
	Outdoor Pool	Self-Park Gar/Encl
	Indoor Pool	
	Sauna	
	Whirlpool	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.62	0.0%	95.6%	$2.62
20223	$2.47	0.0%	96.1%	$2.47
20222	$2.60	0.0%	96.8%	$2.60
20221	$2.56	0.0%	95.1%	$2.56
20214	$2.30	0.0%	93.6%	$2.30
20213	$2.29	0.0%	91.9%	$2.29
20212	$2.29	0.0%	96.6%	$2.29
20211	$2.26	0.0%	97.1%	$2.26
20204	$2.12	0.0%	95.4%	$2.12

Notes: Mixed use building with 40,297 square feet of retail and 346,570 square feet of residential space.

Lincoln Property

Maple Street Lofts

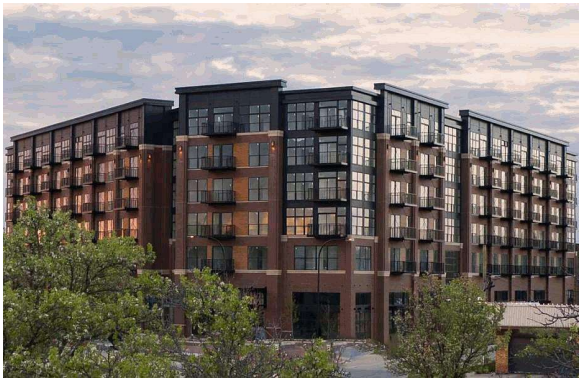
207 S Maple St

Mount Prospect, Cook County, IL 60056

Cook County-Northwest

Class: A, Market Rate

ID: 2043; YrQtr: 20224



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**192**
Avg Unit SF:	**749**
Built:	**2021**
Renovated:	**na**

Economic Profile	
Occupancy:	**94.8%**
Quoted Rent:	**$2.91**
Concessions:	**6.7%**
Effective Rent:	**$2.72**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	38	19.8%	591	$1,785	$3.02	$2.97	6.7%	$1,666	$2.82	$2.77
1.0 Bath			663	$1,933	$2.92			$1,804	$2.72	
One Bedroom	124	64.6%	663	$1,875	$2.83	$2.97	6.7%	$1,750	$2.64	$2.77
1.0 Bath			747	$2,323	$3.11			$2,168	$2.90	
Two Bedroom	30	15.6%	992	$2,810	$2.83	$2.72	6.7%	$2,623	$2.64	$2.54
2.0 Bath			1,180	$3,070	$2.60			$2,865	$2.43	

Paid Parking: $125 (Reserved Gar/Encl) to $175 (Reserved Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Vinyl Plank Floors	Disposal	Business Center
Smooth Ceiling	Dishwasher	Conference Room
Exp Concrete Ceil	Microwave	Pets Allowed
Quartz Counters	Range - Gas	Fire Pit
Tile Backsplash	Refrigerator	Grilling Area
Undermount Sinks	WasherDryer Incl	Dog Run
Patio/Balcony/Deck	***Fitness***	Pet Wash Station
	Fitness Center	***Parking***
	Outdoor Pool	Reserved Gar/Encl
	Hot Tub	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.91	6.7%	94.8%	$2.72
20223	$2.88	4.2%	93.8%	$2.76
20222	$2.88	0.0%	94.3%	$2.88
20221	$2.88	5.7%	68.8%	$2.71
20214	$2.88	11.4%	54.2%	$2.55
20213	$2.88	11.4%	50.0%	$2.55
20212	$2.81	10.2%	40.1%	$2.52

Notes: Leasing began April, 2021 and occupancy began June 1, 2021.Range in parking is un-heated spaces vs heated spaces.

Lincoln Property

North 680

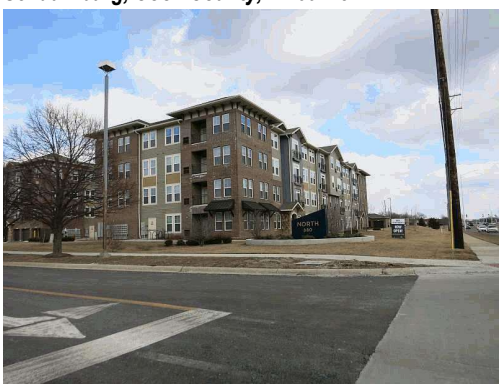
680 E Algonquin Rd

Schaumburg, Cook County, IL 60173

Cook County-Northwest

Class: A, Market Rate

ID: 1645; YrQtr: 20224



Utility Description	L	T	Service	L	T
Lights		✓	Trash	✓	
Gas Forced Air Heat		✓	Water	✓	
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**180**
Avg Unit SF:	**894**
Built:	**2017**
Renovated:	**na**

Economic Profile	
Occupancy:	**95.6%**
Quoted Rent:	**$2.43**
Concessions:	**0.0%**
Effective Rent:	**$2.43**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	104	57.8%	665	$1,742	$2.62	$2.53	0.0%	$1,742	$2.62	$2.53
1.0 Bath			785	$1,923	$2.45			$1,923	$2.45	
One Bedroom + Den	24	13.3%	1,039	$2,257	$2.17	$2.17	0.0%	$2,257	$2.17	$2.17
1.0 Bath			1,039	$2,257	$2.17			$2,257	$2.17	
Two Bedroom	48	26.7%	1,130	$2,733	$2.42	$2.44	0.0%	$2,733	$2.42	$2.44
2.0 Bath			1,130	$2,788	$2.47			$2,788	$2.47	
Two Bedroom	4	2.2%	1,588	$3,508	$2.21	$2.21	0.0%	$3,508	$2.21	$2.21
2.0 Bath			1,588	$3,508	$2.21			$3,508	$2.21	
● Townhomes										

Paid Parking: $75 (Detached Garage) to $120 (Attached Garage) per month. Free parking available.

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
9' Ceiling	Microwave	Party/Social Room
Smooth Ceiling	Range - Electric	Extra Storage
Window Blinds	Refrigerator	Pets Allowed
Granite Counters	WasherDryer Incl	Fire Pit
Tile Backsplash	***Fitness***	Grilling Area
Undermount Sinks	Fitness Center	Dog Run
Patio/Balcony/Deck	Outdoor Pool	***Parking***
	Bike Storage	Surface Parking
		Attached Garage
		Detached Garage

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.43	0.0%	95.6%	$2.43
20223	$2.61	0.0%	93.3%	$2.61
20222	$2.76	0.0%	96.1%	$2.76
20221	$2.53	0.0%	94.9%	$2.53
20214	$2.43	0.0%	96.0%	$2.43
20213	$2.32	3.9%	96.1%	$2.23
20212	$2.32	2.2%	96.1%	$2.27
20211	$2.06	5.6%	95.0%	$1.94
20204	$1.89	1.5%	95.6%	$1.86

Notes: Occupancy started April 17, 2017. Tenants to be billed for water and trash, estimated at about $20 per month.

Draper & Kramer

Northgate Crossing

200 Hudson Court

Wheeling, Cook County, IL 60090

Cook County-Northwest

Class: A, Market Rate

ID: 1505; YrQtr: 20224

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**300**
Avg Unit SF:	**969**
Built:	**2016**
Renovated:	**na**

Economic Profile	
Occupancy:	**95.3%**
Quoted Rent:	**$2.33**
Concessions:	**0.0%**
Effective Rent:	**$2.33**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	162	54.0%	696	$1,735	$2.49	$2.48	0.0%	$1,735	$2.49	$2.48
1.0 Bath			873	$2,155	$2.47			$2,155	$2.47	
Two Bedroom	36	12.0%	883	$2,300	$2.60	$2.60	0.0%	$2,300	$2.60	$2.60
1.0 Bath			883	$2,300	$2.60			$2,300	$2.60	
Two Bedroom	90	30.0%	1,190	$2,695	$2.26	$2.25	0.0%	$2,695	$2.26	$2.25
2.0 Bath			1,212	$2,720	$2.24			$2,720	$2.24	
Three Bedroom	12	4.0%	1,971	$3,075	$1.56	$1.55	0.0%	$3,075	$1.56	$1.55
2.0 Bath			2,005	$3,075	$1.53			$3,075	$1.53	
● TH										

Paid Parking: $145 (Self-Park Gar/Encl) to $175 (Self-Park Gar/Encl) per month. Free parking available.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
Smooth Ceiling	Microwave	Movie Theater Rm
Window Blinds	Range - Gas	Party/Social Room
Granite Counters	Refrigerator	Smoke Free
Granite Islands	WasherDryer Incl	Extra Storage
Undermount Sinks	***Fitness***	Pets Allowed
Patio/Balcony/Deck	Fitness Center	Fire Pit
	Outdoor Pool	Grilling Area
	Fitness Trails	LEED Silver
		Parking
		Self-Park Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.33	0.0%	95.3%	$2.33
20223	$2.28	3.6%	97.0%	$2.19
20222	$2.38	0.0%	97.3%	$2.38
20221	$2.22	0.0%	98.7%	$2.22
20214	$2.06	0.0%	97.7%	$2.06
20213	$1.96	0.0%	98.0%	$1.96
20212	$1.94	8.3%	96.0%	$1.78
20211	$1.88	4.2%	95.0%	$1.80
20204	$1.88	8.3%	94.3%	$1.72

Notes: Occupancy began 12/2015. Construction complete Summer 2017. Parking range is based on size of the space.

Harbor Group Management

One Arlington

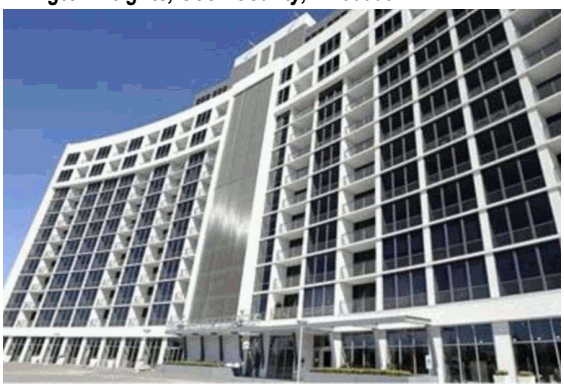
3400 W Stonegate Blvd

Arlington Heights, Cook County, IL 60005

Cook County-Northwest

Class: A, Market Rate

ID: 1342; YrQtr: 20224



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**214**
Avg Unit SF:	**936**
Built:	**2014**
Renovated:	**na**

Economic Profile	
Occupancy:	**97.2%**
Quoted Rent:	**$2.51**
Concessions:	**0.0%**
Effective Rent:	**$2.51**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	51	23.8%	549	$1,626	$2.96	$3.06	0.0%	$1,626	$2.96	$3.06
1.0 Bath			769	$2,436	$3.17			$2,436	$3.17	
One Bedroom	113	52.8%	803	$2,092	$2.61	$2.46	0.0%	$2,092	$2.61	$2.46
1.0 Bath			1,012	$2,348	$2.32			$2,348	$2.32	
Two Bedroom	36	16.8%	1,193	$2,529	$2.12	$2.10	0.0%	$2,529	$2.12	$2.10
2.0 Bath			1,273	$2,639	$2.07			$2,639	$2.07	
Two Bedroom	14	6.5%	1,303	$3,958	$3.04	$2.86	0.0%	$3,958	$3.04	$2.86
2.0 Bath			1,521	$4,066	$2.67			$4,066	$2.67	
● PH										

Paid Parking: $99 (Reserved Gar/Encl) to $198 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Carpeting	Disposal	Business Center
Wood Floors	Dishwasher	Clubhouse
8.5' Ceiling	Microwave	Craft/DIY Room
Window Roller Shades	Range - Electric	Movie Theater Rm
Granite Counters	Refrigerator	Party/Social Room
Undermount Sinks	WasherDryer Incl	Extra Storage
Patio/Balcony/Deck	***Fitness***	Pets Allowed
	Fitness Center	Car Charging Station
	Bike Storage	Pet Wash Station
	Rooftop Sundeck	Golf Simulator
		Parking
		Surface Parking
		Attached Garage

Trends

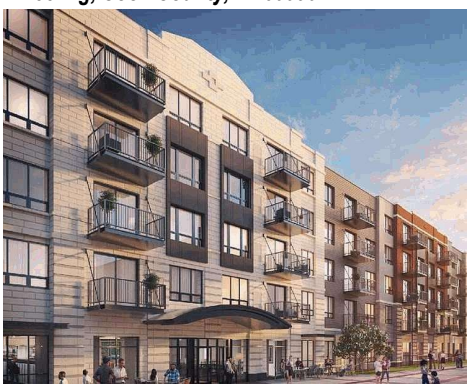
Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.51	0.0%	97.2%	$2.51
20223	$2.46	0.0%	96.7%	$2.46
20222	$2.52	0.0%	98.6%	$2.52
20221	$2.45	0.0%	97.7%	$2.45
20214	$2.27	0.0%	96.7%	$2.27
20213	$2.23	0.0%	98.1%	$2.23
20212	$2.17	0.0%	95.8%	$2.17
20211	$2.02	8.3%	94.4%	$1.85
20204	$2.08	8.3%	91.1%	$1.91

Notes: Occupancy began 10/2/14. Upper floors have 9-10' ceilings. Parking range is for regular space vs car charging space.

Stoneleigh Companies

One Wheeling Town Center

375 W Dundee Rd
Wheeling, Cook County, IL 60090



Cook County-Northwest

Class: A, Market Rate
ID: 1849; YrQtr: 20224

Utility Description	L	T	*Service*	L	T
Lights		✓	Trash		✓
Electric Baseboard Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**324**
Avg Unit SF:	**1,015**
Built:	**2018**
Renovated:	**na**

Economic Profile	
Occupancy:	**89.5%**
Quoted Rent:	**$2.34**
Concessions:	**3.1%**
Effective Rent:	**$2.27**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	34	10.5%	565	$1,655	$2.93	$2.72	0.0%	$1,655	$2.93	$2.72
1.0 Bath			660	$1,655	$2.51			$1,655	$2.51	
One Bedroom	129	39.8%	635	$1,949	$3.07	$2.70	3.9%	$1,874	$2.95	$2.60
1.0 Bath			1,016	$2,370	$2.33			$2,279	$2.24	
Two Bedroom	152	46.9%	1,120	$2,415	$2.16	$2.15	3.1%	$2,339	$2.09	$2.08
2.0 Bath			1,355	$2,894	$2.14			$2,803	$2.07	
Three Bedroom	9	2.8%	1,420	$3,480	$2.45	$2.42	2.3%	$3,399	$2.39	$2.36
2.0 Bath			1,554	$3,715	$2.39			$3,629	$2.34	

Paid Parking: $80 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Vinyl Plank Floors	Disposal	Party/Social Room
9' Ceiling	Dishwasher	Extra Storage
Smooth Ceiling	Microwave	Pets Allowed
Window Roller Shades	Range - Electric	Fire Pit
Laminate Counters	WasherDryer Incl	Grilling Area
Tile Backsplash	***Fitness***	Picnic Tables
Patio/Balcony/Deck	Fitness Center	LEED Certified
	Outdoor Pool	***Parking***
		Reserved Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.34	3.1%	89.5%	$2.27
20223	$2.23	0.0%	91.7%	$2.23
20222	$2.22	0.0%	96.9%	$2.22
20221	$2.34	0.0%	97.8%	$2.34
20214	$2.22	7.7%	95.4%	$2.05
20213	$2.23	14.3%	96.6%	$1.91
20212	$2.03	14.3%	93.2%	$1.74
20211	$2.03	14.3%	89.8%	$1.74
20204	$2.03	10.7%	89.8%	$1.81

Notes:

Gold Oller

Residences at Payton Place

3401 W Payton Pl
Arlington Heights, Cook County, IL 60005

Cook County-Northwest

Class: A, Market Rate
ID: 2044; YrQtr: 20224

Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**263**
Avg Unit SF:	**981**
Built:	**2021**
Renovated:	**na**

Economic Profile	
Occupancy:	**63.9%**
Quoted Rent:	**$2.52**
Concessions:	**8.3%**
Effective Rent:	**$2.31**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	30	11.4%	495	$1,750	$3.54	$3.47	8.3%	$1,604	$3.24	$3.18
1.0 Bath			513	$1,750	$3.41			$1,604	$3.13	
Convertible	4	1.5%	518	$1,866	$3.60	$3.60	8.3%	$1,711	$3.30	$3.30
1.0 Bath			518	$1,866	$3.60			$1,711	$3.30	
One Bedroom	76	28.9%	732	$2,045	$2.79	$2.69	8.3%	$1,875	$2.56	$2.46
1.0-1.5 Bath			827	$2,135	$2.58			$1,957	$2.37	
One Bedroom	5	1.9%	1,107	$2,300	$2.08	$2.08	8.3%	$2,108	$1.90	$1.90
1.0 Bath			1,107	$2,300	$2.08			$2,108	$1.90	
One Bedroom + Den	34	12.9%	915	$2,380	$2.60	$2.66	8.3%	$2,182	$2.38	$2.43
1.0 Bath			919	$2,490	$2.71			$2,283	$2.48	
Two Bedroom	82	31.2%	1,120	$2,450	$2.19	$2.32	8.3%	$2,246	$2.01	$2.13
2.0 Bath			1,269	$3,115	$2.45			$2,855	$2.25	
Two Bedroom + Den	5	1.9%	1,312	$3,200	$2.44	$2.44	8.3%	$2,933	$2.24	$2.24
2.0 Bath			1,312	$3,200	$2.44			$2,933	$2.24	
Three Bedroom	27	10.3%	1,440	$3,315	$2.30	$2.30	8.3%	$3,039	$2.11	$2.11
2.0 Bath			1,541	$3,545	$2.30			$3,250	$2.11	

Paid Parking: $110 (Reserved Gar/Encl) per month.

Amenities

Unit	*Appliance*	*Common*
Vinyl Plank Floors	Disposal	Party/Social Room
9' Ceiling	Dishwasher	Extra Storage
Smooth Ceiling	Microwave	Pets Allowed
Window Roller Shades	Range - Electric	Fire Pit
Quartz Counters	Refrigerator	Grilling Area
Tile Backsplash	WasherDryer Incl	***Parking***
Undermount Sinks	***Fitness***	Reserved Gar/Encl
Patio/Balcony/Deck	Fitness Center	
	Bike Storage	

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.52	8.3%	63.9%	$2.31
20223	$2.53	8.3%	58.2%	$2.32
20222	$2.54	8.3%	46.0%	$2.33
20221	$2.52	12.5%	30.8%	$2.20
20214	$2.52	12.5%	20.2%	$2.20
20213	$2.49	8.3%	2.9%	$2.29

Notes: Leasing began in July 2021. Occupancy began 09/15/2021.

Greystar

Uptown 500

500 W Dundee Rd

Wheeling, Cook County, IL 60090

Cook County-Northwest

Class: A, Market Rate

ID: 1958; YrQtr: 20224

Utility Description	L	T	*Service*	L	T
Lights		✓	Trash		✓
Electric Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**319**
Avg Unit SF:	**949**
Built:	**2020**
Renovated:	**na**

Economic Profile	
Occupancy:	**88.7%**
Quoted Rent:	**$2.30**
Concessions:	**4.2%**
Effective Rent:	**$2.20**

				Quoted Rent				Net Effective Rent		
Unit Description	**Units**	**Pct**	**Sq Ft**	**Rent**	**PSF**	**PSF Avg**	**Concession**	**Rent**	**PSF**	**PSF Avg**
Studio	83	26.0%	622	$1,645	$2.64	$2.71	4.2%	$1,576	$2.53	$2.60
1.0 Bath			720	$2,005	$2.78			$1,921	$2.67	
One Bedroom	102	32.0%	722	$1,878	$2.60	$2.61	4.2%	$1,800	$2.49	$2.50
1.0 Bath			799	$2,098	$2.63			$2,011	$2.52	
Two Bedroom	129	40.4%	1,111	$2,486	$2.24	$2.02	4.2%	$2,382	$2.14	$1.94
2.0 Bath			1,404	$2,541	$1.81			$2,435	$1.73	
Two Bedroom	5	1.6%	1,452	$3,281	$2.26	$2.26	4.2%	$3,144	$2.17	$2.17
2.5 Bath			1,452	$3,281	$2.26			$3,144	$2.17	
● TH										

Paid Parking: $70 (Reserved Gar/Encl) per month. Free parking available.

Amenities

Unit	*Appliance*	*Common*
Vinyl Plank Floors	Disposal	Business Center
10' Ceiling	Dishwasher	Clubhouse
Smooth Ceiling	Microwave	Conference Room
Window Roller Shades	Range - Electric	Party/Social Room
Quartz Counters	Refrigerator	Smoke Free
Tile Backsplash	WasherDryer Incl	Extra Storage
Undermount Sinks	***Fitness***	Pets Allowed
	Fitness Center	Grilling Area
	Outdoor Pool	Dog Run
	Bike Storage	Valet Dry Cleaning
	Rooftop Sundeck	***Parking***
		Surface Parking
		Reserved Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.30	4.2%	88.7%	$2.20
20223	$2.32	3.8%	92.5%	$2.23
20222	$2.44	0.0%	95.9%	$2.44
20221	$2.32	0.0%	90.9%	$2.32
20214	$2.16	8.3%	84.3%	$1.98
20213	$2.09	8.3%	79.9%	$1.92
20212	$2.14	8.3%	53.3%	$1.96
20211	$2.11	15.4%	38.2%	$1.78
20204	$2.11	16.5%	32.6%	$1.76

Notes:

Lincoln Property

Welkin Apartments

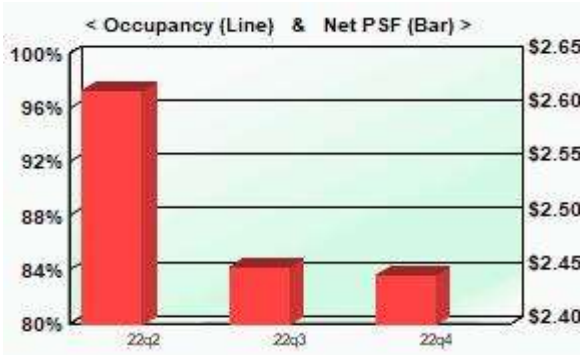
1425 Ellinwood St

Des Plaines, Cook County, IL 60016

Cook County-Northwest

Class: A, Market Rate

ID: 2082; YrQtr: 20224



Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**212**
Avg Unit SF:	**891**
Built:	**2022**
Renovated:	**na**

Economic Profile	
Occupancy:	**16.5%**
Quoted Rent:	**$2.67**
Concessions:	**8.3%**
Effective Rent:	**$2.45**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
Studio	25	11.8%	604	$1,865	$3.09	$3.06	8.3%	$1,710	$2.83	$2.81
1.0 Bath			623	$1,895	$3.04			$1,737	$2.79	
One Bedroom	111	52.4%	744	$2,100	$2.82	$2.76	8.3%	$1,925	$2.59	$2.53
1.0 Bath			897	$2,425	$2.70			$2,223	$2.48	
One Bedroom + Den	31	14.6%	872	$2,405	$2.76	$2.71	8.3%	$2,205	$2.53	$2.49
1.0 Bath			908	$2,425	$2.67			$2,223	$2.45	
Two Bedroom	45	21.2%	1,087	$2,680	$2.47	$2.39	8.3%	$2,457	$2.26	$2.19
2.0 Bath			1,348	$3,130	$2.32			$2,869	$2.13	

Paid Parking: $125 (Reserved Gar/Encl) per month.

Amenities

Unit	Appliance	Common
Vinyl Plank Floors	Disposal	Party/Social Room
9' Ceiling	Dishwasher	Extra Storage
Smooth Ceiling	Microwave	Pets Allowed
Window Roller Shades	Range - Gas	Fire Pit
Quartz Counters	Refrigerator	Grilling Area
Tile Backsplash	WasherDryer Incl	Dog Run
Patio/Balcony/Deck	***Fitness***	Pet Wash Station
	Fitness Center	***Parking***
	Outdoor Pool	Surface Parking
	Bike Storage	Reserved Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20224	$2.67	8.3%	16.5%	$2.45
20223	$2.68	8.3%	3.3%	$2.45
20222	$2.73	4.2%	0.0%	$2.62

Notes: Leasing began 8/2022. Occupancy begins 09/2022

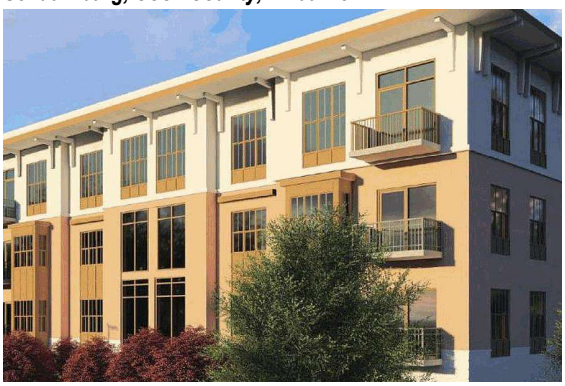
Lincoln Properties

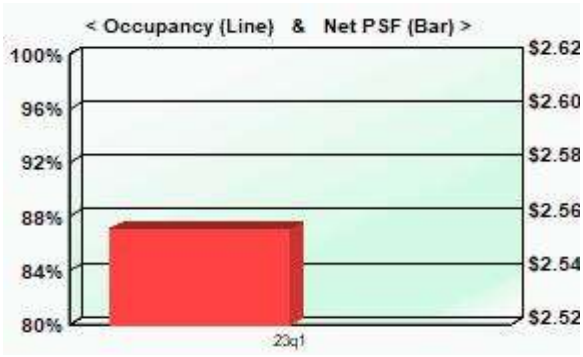
The Quin

2450 Plum Grove Rd
Schaumburg, Cook County, IL 60173

Cook County-Northwest

Class: A, Market Rate
ID: 2099; YrQtr: 20231





Utility Description	L	T	Service	L	T
Lights		✓	Trash		✓
Gas Forced Air Heat		✓	Water		✓
Unit Central AC		✓	Cable TV		✓
L=Landlord pays, T=Tenant pays			Internet		✓

Physical Profile	
Units:	**373**
Avg Unit SF:	**908**
Built:	**2023**
Renovated:	**na**

Economic Profile	
Occupancy:	**3.2%**
Quoted Rent:	**$2.73**
Concessions:	**6.3%**
Effective Rent:	**$2.56**

				Quoted Rent				Net Effective Rent		
Unit Description	Units	Pct	Sq Ft	Rent	PSF	PSF Avg	Concession	Rent	PSF	PSF Avg
One Bedroom	168	45.0%	691	$2,000	$2.89	$2.77	6.3%	$1,875	$2.71	$2.60
1.0 Bath			785	$2,080	$2.65			$1,950	$2.48	
One Bedroom	17	4.6%	842	$2,435	$2.89	$2.89	6.3%	$2,283	$2.71	$2.71
1.0 Bath			842	$2,435	$2.89			$2,283	$2.71	
One Bedroom + Den	91	24.4%	901	$2,560	$2.84	$2.71	6.3%	$2,400	$2.66	$2.54
2.0 Bath			1,030	$2,660	$2.58			$2,494	$2.42	
Two Bedroom	76	20.4%	1,109	$2,950	$2.66	$2.70	6.3%	$2,766	$2.49	$2.53
2.0 Bath			1,109	$3,030	$2.73			$2,841	$2.56	
Two Bedroom + Den	21	5.6%	1,282	$3,460	$2.70	$2.63	6.3%	$3,244	$2.53	$2.47
3.0 Bath & up			1,394	$3,580	$2.57			$3,356	$2.41	

Garage parking included in the apartment rent

Amenities

Unit	Appliance	Common
Carpeting	Disposal	Business Center
Vinyl Plank Floors	Dishwasher	Clubhouse
Smooth Ceiling	Microwave	Conference Room
Window Blinds	Range - Gas	Party/Social Room
Quartz Counters	Refrigerator	Extra Storage
Tile Backsplash	WasherDryer Incl	Pets Allowed
Undermount Sinks	***Fitness***	Fire Pit
Patio/Balcony/Deck	Fitness Center	Grilling Area
	Outdoor Pool	Picnic Tables
		Golf Simulator
		Parking
		Reserved Gar/Encl

Trends

Yr-Qtr	Quoted PSF	Concession	Occup %	Net PSF
20231	$2.73	6.3%	3.2%	$2.56

Notes: Leasing began 01/2023. Occupancy began 03/2023 with construction to be completed in Aug. 2023. One parking space incl for 1BD units and 2 spaces for 2BD units. Extra garage parking is $100-125 per space.

Finger Companies

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have provided no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.
5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
10. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
11. Gail Lissner, CRE, SRA personally viewed the site.
12. No one provided significant assistance.
13. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.

14. As of the date of this report, Gail Lissner, SRA, CRE, has completed the continuing education program for Designated Members of the Appraisal Institute.

Gail Lissner, SRA, CRE
Illinois Certified General Real Estate Appraiser
#553.001842

Assumptions and Limiting Conditions

This executive summary market report and any other work product related to this engagement are limited by the following standard assumptions, except as otherwise noted in the report:

1. The title is marketable and free and clear of all liens, encumbrances, encroachments, easements and restrictions. The property is under responsible ownership and competent management and is available for its highest and best use.
2. There are no existing judgments or pending or threatened litigation that could affect the value of the property.
3. There are no hidden or undisclosed conditions of the land or of the improvements that would render the property more or less valuable. Furthermore, there is no asbestos in the property.
4. The revenue stamps placed on any deed referenced herein to indicate the sale price are in correct relation to the actual dollar amount of the transaction.
5. The property is in compliance with all applicable building, environmental, zoning, and other federal, state and local laws, regulations and codes.
6. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.

This executive summary market report and any other work product related to this engagement are subject to the following limiting conditions, except as otherwise noted in the report:

1. The conclusions stated in our executive summary market report apply only as of the effective date of the executive summary market report, and no representation is made as to the effect of subsequent events.
2. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated.
3. No environmental impact studies were either requested or made in conjunction with this executive summary market report, and we reserve the right to revise or rescind any of the value opinions based upon any subsequent environmental impact studies. If any environmental impact statement is required by law, the executive summary market report assumes that such statement will be favorable and will be approved by the appropriate regulatory bodies.
4. Unless otherwise agreed to in writing, we are not required to give testimony, respond to any subpoena or attend any court, governmental or other hearing with reference to the property without compensation relative to such additional employment.
5. We have made no survey of the property and assume no responsibility in connection with such matters. Any sketch or survey of the property included in this report is for illustrative purposes only and should not be considered to be scaled accurately for size. The executive

summary market report covers the property as described in this report, and the areas and dimensions set forth are assumed to be correct.

6. We accept no responsibility for considerations requiring expertise in other fields. Such considerations include, but are not limited to, legal descriptions and other legal matters such as legal title, geologic considerations such as soils and seismic stability; and civil, mechanical, electrical, structural and other engineering and environmental matters. Such considerations may also include determinations of compliance with zoning and other federal, state, and local laws, regulations and codes.

7. The executive summary market report shall be considered only in its entirety. No part of the executive summary market report shall be utilized separately or out of context.

8. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraisers, or any reference to the Appraisal Institute) shall be disseminated through advertising media, public relations media, news media or any other means of communication (including without limitation prospectuses, private offering memoranda and other offering material provided to prospective investors) without the prior written consent of the persons signing the report.

9. Information, estimates and opinions contained in the report and obtained from third-party sources are assumed to be reliable and have not been independently verified.

10. The current purchasing power of the dollar is the basis for the values stated in the executive summary market report; we have assumed that no extreme fluctuations in economic cycles will occur.

11. The values found herein are subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.

12. The analyses contained in the report necessarily incorporate numerous estimates and assumptions regarding property performance, general and local business and economic conditions, the absence of material changes in the competitive environment and other matters. Some estimates or assumptions, however, inevitably will not materialize, and unanticipated events and circumstances may occur; therefore, actual results achieved during the period covered by our analysis will vary from our estimates, and the variations may be material.

13. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of the property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. We claim no expertise in ADA issues, and render no opinion regarding compliance of the subject with ADA regulations. Inasmuch as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, a specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.

14. The executive summary market report is prepared for the exclusive benefit of the Client, its subsidiaries and/or affiliates. It may not be used or relied upon by any other party. All parties

who use or rely upon any information in the report without our written consent do so at their own risk.

15. No studies have been provided to us indicating the presence or absence of hazardous materials on the subject property or in the improvements, and our valuation is predicated upon the assumption that the subject property is free and clear of any environment hazards including, without limitation, hazardous wastes, toxic substances and mold. No representations or warranties are made regarding the environmental condition of the subject property. Integra Realty Resources – Chicago, Integra Realty Resources, Inc., Integra Strategic Ventures, Inc. and/or any of their respective officers, owners, managers, directors, agents, subcontractors or employees (the "Integra Parties"), shall not be responsible for any such environmental conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental conditions, the appraisal report cannot be considered as an environmental assessment of the subject property.

16. The persons signing the report may have reviewed available flood maps and may have noted in the appraisal report whether the subject property is located in an identified Special Flood Hazard Area. We are not qualified to detect such areas and therefore do not guarantee such determinations. The presence of flood plain areas and/or wetlands may affect the value of the property, and the value conclusion is predicated on the assumption that wetlands are non-existent or minimal.

17. Integra Realty Resources – Chicago is not a building or environmental inspector. Integra Chicago does not guarantee that the subject property is free of defects or environmental problems. Mold may be present in the subject property and a professional inspection is recommended.

18. The executive summary market report and value conclusions for the report assume the satisfactory completion of construction, repairs or alterations in a workmanlike manner.

19. It is expressly acknowledged that in any action which may be brought against any of the Integra Parties, arising out of, relating to, or in any way pertaining to this engagement, the executive summary market report, and/or any other related work product, the Integra Parties shall not be responsible or liable for any incidental or consequential damages or losses, unless the executive summary market report was fraudulent or prepared with intentional misconduct.

20. Integra Realty Resources – Chicago, an independently owned and operated company, has prepared the executive summary market report for the specific intended use stated elsewhere in the report. The use of the executive summary market report by anyone other than the Client is prohibited except as otherwise provided. Accordingly, the executive summary market report is addressed to and shall be solely for the Client's use and benefit unless we provide our prior written consent. We expressly reserve the unrestricted right to withhold our consent to your disclosure of the executive summary market report or any other work product related to the engagement (or any part thereof including, without limitation, conclusions of value and our identity), to any third parties. Stated again for clarification, unless our prior written

consent is obtained, no third party may rely on the executive summary market report (even if their reliance was foreseeable).

21. The conclusions of this report are estimates based on known current trends and reasonably foreseeable future occurrences. These estimates are based partly on property information, data obtained in public records, interviews, existing trends, buyer-seller decision criteria in the current market, and research conducted by third parties, and such data are not always completely reliable. The Integra Parties are not responsible for these and other future occurrences that could not have reasonably been foreseen on the effective date of this assignment. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance. While we are of the opinion that our findings are reasonable based on current market conditions, we do not represent that these estimates will actually be achieved, as they are subject to considerable risk and uncertainty. Moreover, we assume competent and effective management and marketing for the duration of the projected holding period of this property.

22. All prospective value opinions presented in this report are estimates and forecasts which are prospective in nature and are subject to considerable risk and uncertainty. In addition to the contingencies noted in the preceding paragraph, several events may occur that could substantially alter the outcome of our estimates such as, but not limited to changes in the economy, interest rates, and capitalization rates, behavior of consumers, investors and lenders, fire and other physical destruction, changes in title or conveyances of easements and deed restrictions, etc. It is assumed that conditions reasonably foreseeable at the present time are consistent or similar with the future.

Addendum A

Qualifications

Gail Lissner, SRA, CRE

Integra Realty Resources - Chicago

1 N Franklin St
Suite 3010
Chicago, IL 60606

T 312.565.0977

irr.com

Experience

Managing Director for Integra Realty Resources
Former Vice President and Appraiser for Appraisal Research Counselors

Throughout her career, Ms. Lissner has focused on the housing/multi-family market, with a particular interest in condominium development, apartment development, and the condominium conversion/deconversion market. Gail's work with condominiums and apartments spans many decades, providing consulting services to the original Chicago condominium convertors in the 1970s, and expanding to work in the conversion market throughout the United States. Gail has produced a report on the condominium market on a quarterly basis since 1997 and is co-author of the Downtown Chicago Condominium Report, a quarterly report delineating development trends and condo pricing in Downtown Chicago. In Gail's consulting and valuation work for apartment and condominium developments, the scope of work ranges from site and building plan consultations at project inception to market and feasibility studies along with comprehensive appraisals. Her work includes both urban and suburban properties and also includes townhome and single family residential developments. Gail has also testified as an expert witness in a variety of housing.

Professional Activities & Affiliations

Appraisal Institute: SRA Designation
The Counselors of Real Estate: CRE Designation
Board Member (2017-2023): State of IL Real Estate Appraisal Administration and Disciplinary Board
Village Trustee (2017-2023): Village of Glencoe Board of Trustees
President: Realty Club of Chicago (2016)
Vice President: Realty Club of Chicago (2015)
Secretary/Treasurer: Counselors of Real Estate Midwest Chapter (2009-2014)
Mentor: Goldie B Wolfe Miller Women Leaders in Real Estate at Roosevelt University (2008-2010)
Member: Commercial Real Estate Women (CREW)
Member: Real Estate Investment Association (REIA) and Realty Club of Chicago
Member: Lambda Alpha International and Honorary Land Economics Society - Ely Chapter
Member: North Shore Barrington Board of Realtors
Crains Chicago Business: Named as one of Crains 20 Women to Watch 2008

Licenses

Illinois, Certified General Real Estate Appraiser, 553.001842, Expires September 2023
Illinois, Licensed Real Estate Managing Broker, 471.004757, Expires April 2023
Wisconsin, Certified General Real Estate Appraiser, 2282-10, Expires December 2023
Michigan, Certified General Real Estate Appraiser, 1205076446, Expires July 2024
Indiana, Certified General Real Estate Appraiser, CG42300003, Expires June 2024

Education

Bachelor of Arts from Washington University. Phi Beta Kappa.

glissner@irr.com - 312.565.3423

State of Illinois

Department of Financial and Professional Regulation

Division of Real Estate

LICENSE NO.
553.001842

The person, firm, or corporation whose name appears on this certificate has complied with the provisions of the Illinois Statutes and/or rules and regulations and is hereby authorized to engage in the activity as indicated below:

EXPIRES:
09/30/2023

CERTIFIED GENERAL REAL ESTATE APPRAISER

GAIL S LISSNER

MARIO TRETO, JR.
ACTING SECRETARY

LAURIE MURPHY
ACTING DIRECTOR

The official status of this license can be verified at www.idfpr.com

15785034

About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

irr.com

PRELIMINARY ENGINEERING PLANS

MYLO Residential – Eastman Street Apartments

116-120 W Eastman St., Arlington Heights, Cook County, IL

Stormwater Narrative:

The preliminary engineering plans for The Eastman Street Apartments include the development of a 1.00 acre site into a residential apartment building with a restaurant on the first floor.

It is located along a private section of Highland Avenue between St. James Street and W Eastman Street.

The proposed development is serviced by city water (which includes a watermain extension to Vail Street along St. James Street) and city sanitary sewer, located in St. James Street. The sanitary, storm sewer, and watermain connections are all made along St. James Street.

The entire 1.00 acre site has Volume Control Storage provided using MWRD criteria. To be conservative in the preliminary stage, the entire site was assumed to be impervious. The underground StormTech unit is designed for Volume Control (VC) storage only. Due to the high SHGWL, we are not able to fit both detention and VC storage from a depth standpoint. To meet the detention requirement for the village criteria, we will be doing fee in lieu of detention. Using the Village Detention Calculation Verification worksheet with bulletin 75 rainfall data, and the same conservative impervious assumptions, we will be at a maximum requirement of 18,686 cubic feet. All numbers to be recalculated at the time of Final Engineering.

3/20/2023

Development Name

Detention Calculation Verification: PC # ____

Site Requirements

Site Area =	1.000	Acres	Pervious=	0.000 Acres
Allowed Release Rate (Area x 0.18cfs/Ac) =	0.180	cfs	Impervious=	1.000 Acres
Weighted "C" Factor =	0.950		Water=	0.000 Acres
			Synth Turf=	0.000 Acres

A	B	C	D	E	F	G	H	J	K
Runoff Factor "C"	Storm Duration		**Updated** Rainfall Intensity "I"	Site Area "A"	Inflow Rate (CxIxA)	Release Rate	Storage Rate	Storage Required	
	(min)	(hrs)	(in/hr)	(acres)	(cfs)	(cfs)	(cfs)	(cu-ft)	(Ac-ft)
0.950	5	0.083	12.34	1.000	11.72	0.180	11.54	3449	0.079
0.950	10	0.167	10.80	1.000	10.26	0.180	10.08	6060	0.139
0.950	15	0.25	9.26	1.000	8.80	0.180	8.62	7755	0.178
0.950	20	0.33	7.97	1.000	7.57	0.180	7.39	8781	0.202
0.950	30	0.50	6.34	1.000	6.02	0.180	5.84	10517	0.241
0.950	40	0.67	5.27	1.000	5.01	0.180	4.83	11642	0.267
0.950	50	0.83	4.52	1.000	4.29	0.180	4.11	12293	0.282
0.950	60	1.00	4.03	1.000	3.83	0.180	3.65	13135	0.302
0.950	90	1.50	3.03	1.000	2.88	0.180	2.70	14572	0.335
0.950	120	2.00	2.49	1.000	2.37	0.180	2.19	15736	0.361
0.950	180	3.00	1.83	1.000	1.74	0.180	1.56	16832	0.386
0.950	240	4.00	1.48	1.000	1.41	0.180	1.23	17654	0.405
0.950	300	5.00	1.25	1.000	1.19	0.180	1.01	18135	0.416
0.950	360	6.00	1.07	1.000	1.02	0.180	0.84	18068	0.415
0.950	420	7.00	0.97	1.000	0.92	0.180	0.74	18686	0.429
0.950	480	8.00	0.87	1.000	0.83	0.180	0.65	18619	0.427
0.950	540	9.00	0.79	1.000	0.75	0.180	0.57	18484	0.424
0.950	600	10.00	0.72	1.000	0.68	0.180	0.50	18144	0.417
0.950	660	11.00	0.67	1.000	0.64	0.180	0.46	18077	0.415
0.950	720	12.00	0.62	1.000	0.59	0.180	0.41	17669	0.406
0.950	1080	18.00	0.45	1.000	0.43	0.180	0.25	16038	0.368
0.950	1440	24.00	0.36	1.000	0.34	0.180	0.16	13997	0.321
					A*D*E		F-G	C*H*3600	J/43560

Max Volume = 0.429 Acre-Ft
= 18,686 cu-ft

Orifice Computation

		Free Flow	Submerged Flow
1) Allowed Release Rate, Q(cfs)	0.180		
2) High Water Elevation			0.00
3) Outfall Water Elevation	-	-	0.00
4) Invert Elevation			0.00
5) Diameter of Restrictor (inch)			0
6) Cross Section Area (sq ft)	-	0.000	0.000
7) Head (ft) h =	0.00	0.00	0.00
8) Discharge Coefficient			0.00

Square Edge 0.79 - 0.82
Round Edge 0.93 - 0.98
Sharp Edge 0.58 - 0.64 <-- Most common=0.61
Projecting 0.50

Q = C*a*(sqrt 2*g*h)

Orifice area: $a = \frac{Q}{C*(\text{sqrt } 2*g*h)}$

Q (cfs) = 0.00 0.000

a(sq ft) = ###### dia(in) = #DIV/0!

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: **Jorge Torres, Director of Building & Life Safety**

From: **Elliot Eldridge, Assistant Building Official, Building & Life Safety Department**

Subject: **116-120 Eastman – SDC Review**

PC: **23-002**

Date: **August 14, 2023**

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. Approved fire apparatus access roads shall be provided and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

2. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official per IFC 2018 D105.4 Obstructions. Please verify that the submittal meets this requirement.

3. Per IBC 1202.1 General, buildings shall be provided with natural ventilation in accordance with Section 1202.5, or mechanical ventilation in accordance with the International Mechanical Code.

4. Per IBC 1204.1 General, every space intended for human occupancy shall be provided with natural light by means of exterior glazed openings in accordance with Section 1204.2 or shall be provided with artificial light in accordance with Section 1204.3. Please verify that future submittals will meets this requirement.

5. Per IAC, wall-mounted luminaires (Sconces) are limited to four inches in depth when located between 27 inches and 84 inches from the finished floor level of walks, halls, corridors, passageways, or aisles. Please verify that future submittals will meets this requirement.

6. Provide the slope and slip rate coefficient of the walking surfaces surrounding the pool to the surface drains. Please verify that future submittals will include this info.

7. Per IAC, large pools must have two accessible means of entry, with at least one being a pool lift or sloped entry. Please verify that future submittals will meets this requirement.

8. Note: “A transmittal letter detailing all the changes from the initial review will be required for any additional reviews”

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
Round 4

59. The petitioner has not provided a written response to the Round 3 comments. It is assumed that the petitioner's previous response to review comments remains unchanged. The petitioner shall acknowledge that they accept this understanding.

60. With the addition of the tree grates on Eastman Street, the accessible route is less than 4 ft wide and is non-compliant. The fire connection located at the southeast corner of the building also encroaches into the public right-of-way and accessible route. Provide a minimum of 5 ft for the accessible route. Consider installing curb extensions for a bump-out, or widening the sidewalk by shifting the curb to the south to accommodate the tree grates.

61. The accessible parking stalls located in the garage are located further away from the accessible entrance to the elevators and requires residents to cross the drive aisle.

62. The door to the stairwell located at the southeast corner of the building opens into the drive aisle. Consider recessing the door, or provide pavement striping.

63. The architectural plans show a median between the entrance off of Eastman St and the loading zone, however; the engineering plans do not show the median. Clarify if there will be a median between the loading zone and the entrance.

64. Staff is not in favor of the exit only onto Highland Avenue drive aisle west of the building. The alignment would not prevent vehicles from turning north, and could direct vehicles traveling south to be in oncoming traffic. It is recommended to reverse the traffic flow, with vehicles entering off of Highland Avenue drive aisle, and exiting onto Eastman Street.

Michael L. Pagones, P.E. Date 8/16/23
Village Engineer

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

ARLINGTON HEIGHTS MULTI-FAMILY
116-120 W Eastman

Round 1 Review Comments **08/11/2023**

1. **Character of use:**
   The character of use is consistent with the area. It will be necessary to limit access to the grounds, to discourage loitering. The addition of trespass signs is recommended.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard, parking lots, outdoor decks. Landscaping must not create hiding locations and should provide for natural surveillance.

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 should not create any additional traffic problems.

6. **General comments:**

Address visibility:

-Directional signage located at the entry to the complex should be utilized, clearly indicating location of management offices and unit numbers.

-Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

-Interior and exterior of lobby space should utilize signage and increase visibility of addresses and unit numbers. All lobby spaces, elevator landings, etc. should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the

complex layout that may need emergency services. Lobby areas should be equipped with interior signage indicating building number, floor plans, door numbers, etc.

-For each individual unit within the complex, there should be a prominent address number which is easily visible to approaching motor vehicles, pedestrians, and first responders.

Parking Lot and exterior courtyards:

-Parking could become an issue if a larger percentage of residents, than expected have vehicles. Emergency telephones should be installed in the parking area for added safety.

- Pedestrian access should be a priority for this project due to the size of the multi-family complex as well as its proximity to other similar multi-family complexes. Signage should be used whenever possible to increase access control. Avoid forcing pedestrians to cross the paths of the cars whenever possible. When such encounters are unavoidable, the design should create a safe passage for persons to move along until they come to a marked crosswalk.

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility.

-Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet.

-Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should to be activated by sensor, timer or motion depending on the need and location.

-The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

-CCTV is an essential part of CPTED and is highly recommended in a parking garage as large as the one proposed for this project. Signage indicating the use of video surveillance and monitoring is also highly recommended in conjunction with CCTV.

Trash enclosures:

-Locking trash enclosures is recommended to discourage foraging. Additionally, the trash enclosure provides a place of concealment for criminal activity if trash areas are not properly secured.

-Should be monitored 24/7 by CCTV and contain clearly visible signage indicating the use of security cameras.

Additional Resident Storage Space:

-Are additional storage spaces for residents included in the plans for this project? If yes, storage facilities should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

Emergency Contact Information:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

A. O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

583

Supervisor's Signature

Planning & Community Development Dept. Review

August 17, 2023

REVIEW ROUND 4

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-002

73. Based upon the revised plans, the following approvals are required.:
    a) Planned Unit Development to allow a 136-unit multi-family residential development.
    b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
    c) Conceptual Special Use Permit approval for a restaurant on the subject property.
    d) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.
    e) A variation from Chapter 28, Section 10.2-8, to allow a 22.1' wide drive aisle where code requires a minimum of 24' in width.

74. The previous review comments that have yet to be resolved are still applicable. Should approval of this project be recommended, conditions of approval will still apply relative to usage/elements within the outdoor deck, allocation and usage of the garage parking spaces, provision of a final construction staging plan that is acceptable to the Village, modifications to the streetscape improvements and the provision of complaint ADA access, encroachment of the FDC connection, potential site circulation issues, operation of the garage warning system, etc. Please acknowledge this understanding or provide additional details outlining how these items have been resolved or how the revised plans no longer generate concerns in these areas.

75. Residential parking has been reduced from 1.34 spaces per unit to 1.23 spaces per unit and from 1.22 spaces per bedroom to 1.06 spaces per bedroom. Where will residential guests park? Will any spaces in the garage be reserved/allocated for residential guests? Provide an updated parking management plan detailing how ownership will manage the residential parking to ensure no negative impacts with overflow parking. The plan must be detailed and shall outline where employees of the commercial spaces will park, employees of the residential uses will park, commercial patrons, residential guests, how access to the garage will work for residents and guests, how garage parking will function (assigned or open for all? Included in every lease or only available with an additional charge?), how spaces will be allocated to each unit, which units will be eligible for two parking spaces, the maximum number of spaces that can be leased per unit, etc.

76. The civil, landscape, and architectural plans have not been fully coordinated. Inconsistencies exist in the areas around the bike room/stair-1/pump room, the generator room, and the garage entrance. Please revise accordingly.

77. Provide a revised preliminary construction staging plan. Where feasible, construction trailers and material storage areas shall be located onsite.

78. Section 10.6-2 of the Zoning Code requires that all loading zones have 14' of vertical clearance. Please verify the vertical clearance of the loading zone door as it does not appear to conform to this requirement.

79. A stair tower extending up to 87' in height is now shown on the plans. Why is this element now necessary? Previous iterations of this project did not include a stair tower overrun.

80. Please provide a response to the four hardship criteria relative to the variation required for the 22' wide drive aisle.

81. Once a new date with the Plan Commission has been determined, new public hearing notification signage must be placed on the site and public hearing notification letters will need to be sent out.

82. Please provide a summary of the Aug. 6th meeting that was held with HANA.

83. The label and description of fixture F04 on the photometric plan do not match. Please revise the plans to clearly show the type and power of the proposed fixture. You're encouraged to utilize one of the less intense/less powerful versions of the fixture. Additionally, the photometric plan incorrectly identifies the manufacturer of F05. It is also encouraged that the 10-watt version of fixture F02 be utilized.

Prepared by:

Eastman Development
116-120 W. Eastman Street
PC #23-002
August 16, 2023

Landscaping

Public Property

1. Along Eastman, please substitute the proposed Maples for a more suitable species.

Private Property

1. Provide a shade tree within the landscape island at the corner of St. James Street and Highland Avenue.
2. In addition to the ornamental trees and shrubs along St. James Street, please provide a mix of perennials.
3. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: **Jorge Torres, Director of Building & Life Safety**

From: **Elliot Eldridge, Assistant Building Official, Building & Life Safety Department**

Subject: **116-120 Eastman – SDC Review**

PC: **23-002**

Date: **August 14, 2023**

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. Approved fire apparatus access roads shall be provided and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

   Response: We have designed the project to comply

2. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official per IFC 2018 D105.4 Obstructions. Please verify that the submittal meets this requirement.

   Response: We will comply with this requirement

3. Per IBC 1202.1 General, buildings shall be provided with natural ventilation in accordance with Section 1202.5, or mechanical ventilation in accordance with the International Mechanical Code.

   Response: The building will comply with this requirement

4. Per IBC 1204.1 General, every space intended for human occupancy shall be provided with natural light by means of exterior glazed openings in accordance with Section 1204.2 or shall be provided with artificial light in accordance with Section 1204.3. Please verify that future submittals will meets this requirement.

   Response: The floor and unit plans comply with this requirement

5. Per IAC, wall-mounted luminaires (Sconces) are limited to four inches in depth when located between 27 inches and 84 inches from the finished floor level of walks, halls, corridors, passageways, or aisles. Please verify that future submittals will meets this requirement.

   Response: The building permit plans will show compliance with this requirement.

6. Provide the slope and slip rate coefficient of the walking surfaces surrounding the pool to the surface drains. Please verify that future submittals will include this info.

   Response: The slopes and slip rate coefficient will be shown on permit plans.

7. Per IAC, large pools must have two accessible means of entry, with at least one being a pool lift or sloped entry. Please verify that future submittals will meets this requirement.

   Response: We need confirmation that our pool is considered a large pool requiring this provision

8. Note: “A transmittal letter detailing all the changes from the initial review will be required for any additional reviews”

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
Round 4

59. The petitioner has not provided a written response to the Round 3 comments. It is assumed that the petitioner's previous response to review comments remains unchanged. The petitioner shall acknowledge that they accept this understanding.

Response: We have provided a written response to Round 3 comments

60. With the addition of the tree grates on Eastman Street, the accessible route is less than 4 ft wide and is non-compliant. The fire connection located at the southeast corner of the building also encroaches into the public right-of-way and accessible route. Provide a minimum of 5 ft for the accessible route. Consider installing curb extensions for a bump-out, or widening the sidewalk by shifting the curb to the south to accommodate the tree grates.

Response: Tree grates have been shifted to provide a 5 ft accessible route.

61. The accessible parking stalls located in the garage are located further away from the accessible entrance to the elevators and requires residents to cross the drive aisle.

Response: The accessible parking spaces are located where they can be accommodated.

62. The door to the stairwell located at the southeast corner of the building opens into the drive aisle. Consider recessing the door, or provide pavement striping.

Response: We added pavement striping to that door.

63. The architectural plans show a median between the entrance off of Eastman St and the loading zone, however; the engineering plans do not show the median. Clarify if there will be a median between the loading zone and the entrance.

Response: We will co-ordinate between all plans

64. Staff is not in favor of the exit only onto Highland Avenue drive aisle west of the building. The alignment would not prevent vehicles from turning north, and could direct vehicles traveling south to be in oncoming traffic. It is recommended to reverse the traffic flow, with vehicles entering off of Highland Avenue drive aisle, and exiting onto Eastman Street.

Response: : The original plan had a full access driveway serving the inbound and outbound movements to the parking garage. With input from the neighbors, the inbound access was move to Eastman Street and the outbound exit drive was restricted to left turns out to go southbound to Eastman Street or Northwest Highway. The goal of these changes was to reduce vehicular noise and activity on the west side of the building and to eliminate garage traffic's headlights from pointing north toward the houses. Reversing the driveway to an inbound right-only will substantially increase the vehicle lights pointing north toward the houses.

The design of the left-out out only drive is at an angle with a minimal radius at the junction of the drive and Highland Avenue which makes is difficult to turn into the northbound lane. To help reinforce the proper turning path to the southbound lane of Highland Avenue, a skip-dash radial line could be added directing exiting traffic into the southbound lane. Also, directional arrows and a centerline striping could be added on Highland Avenue to further show that this is a two-way street.

Michael L. Pagones, P.E. Date
Village Engineer

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

ARLINGTON HEIGHTS MULTI-FAMILY
116-120 W Eastman

Round 1 Review Comments **08/11/2023**

1. Character of use:
The character of use is consistent with the area. It will be necessary to limit access to the grounds, to discourage loitering. The addition of trespass signs is recommended.

Response We do not understand this comment. The only 'grounds' is the arcade along Highland and that provides access to guest parking space.

2. Are lighting requirements adequate?
Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard, parking lots, outdoor decks. Landscaping must not create hiding locations and should provide for natural surveillance.

Response: A final lighting plan will be provided at the time permits are submitted.

3. Present traffic problems?
There are no traffic problems at this location.

Response: We agree

4. Traffic accidents at particular location?
This is not a problem area in relation to traffic accidents.

Response: We agree

5. Traffic problems that may be created by the development.
This development should not create any additional traffic problems.

Response: We agree

6. General comments:

Address visibility:

-Directional signage located at the entry to the complex should be utilized, clearly indicating location of management offices and unit numbers.

Response: We will provide examples and locations of signage at the time permits are submitted.

-Include signage for “No Trespassing,” “No Loitering” and/or “No Solicitation.”

Response: We will work with Village staff as to what signage will be required

-Interior and exterior of lobby space should utilize signage and increase visibility of addresses and unit numbers. All lobby spaces, elevator landings, etc. should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. Lobby areas should be equipped with interior signage indicating building number, floor plans, door numbers, etc.

Response: A sign plan will be submitted at the time permits are submitted.

-For each individual unit within the complex, there should be a prominent address number which is easily visible to approaching motor vehicles, pedestrians, and first responders.

Response: There is only one address for the building which is shown on the elevation along Eastman.

Parking Lot and exterior courtyards:

- Parking could become an issue if a larger percentage of residents, than expected have vehicles. Emergency telephones should be installed in the parking area for added safety.

Response: Parking ratios will be addressed by a separate response; Emergency telephones will be provide.

- Pedestrian access should be a priority for this project due to the size of the multi-family complex as well as its proximity to other similar multi-family complexes. Signage should be used whenever possible to increase access control. Avoid forcing pedestrians to cross the paths of the cars whenever possible. When such encounters are unavoidable, the design should create a safe passage for persons to move along until they come to a marked crosswalk.

Response; The site plan and entrance locations respond to these concerns.

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility.

Response: The entrance to the garage is on Eastman; the exit from the garage is on Highland

-Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet.

Response: We will comply

-Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also

deter those intending to conduct criminal/nuisance activity. Exterior lighting should to be activated by sensor, timer or motion depending on the need and location.

Response: A lighting plan has been submitted

-The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

Response: There are no outdoor parking lots except for spaces along Highland so tall lighting fixtures are not appropriate.

-CCTV is an essential part of CPTED and is highly recommended in a parking garage as large as the one proposed for this project. Signage indicating the use of video surveillance and monitoring is also highly recommended in conjunction with CCTV.

Response: We will investigate the possibility of providing for a CCTV system. The issue is who would monitor the cameras.

Trash enclosures:

-Locking trash enclosures is recommended to discourage foraging. Additionally, the trash enclosure provides a place of concealment for criminal activity if trash areas are not properly secured.

Response: Trash enclosures are internal to the building so no foraging will be possible

-Should be monitored 24/7 by CCTV and contain clearly visible signage indicating the use of security cameras.

Response; See above

Additional Resident Storage Space:

-Are additional storage spaces for residents included in the plans for this project? If yes, storage facilities should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

Response: There are no residential storage facilities.

Emergency Contact Information:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

Response: This will be provided after construction of the building is completed.

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Supervisor's Signature

Planning & Community Development Dept. Review

August 17, 2023

REVIEW ROUND 4

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-0027

73. Based upon the revised plans, the following approvals are required.:

a) Planned Unit Development to allow a 136-unit multi-family residential development.
b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
c) Conceptual Special Use Permit approval for a restaurant on the subject property.
d) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.
e) A variation from Chapter 28, Section 10.2-8, to allow a 22.1' wide drive aisle where code requires a minimum of 24' in width.

Response: We agree that these approvals are required.

74. The previous review comments that have yet to be resolved are still applicable. Should approval of this project be recommended, conditions of approval will still apply relative to usage/elements within the outdoor deck, allocation and usage of the garage parking spaces, provision of a final construction staging plan that is acceptable to the Village, modifications to the streetscape improvements and the provision of complaint ADA access, encroachment of the FDC connection, potential site circulation issues, operation of the garage warning system, etc. Please acknowledge this understanding or provide additional details outlining how these items have been resolved or how the revised plans no longer generate concerns in these areas.

Response: All of the required responses have been submitted with our prior submittal or will be updated with this submission.

75. Residential parking has been reduced from 1.34 spaces per unit to 1.23 spaces per unit and from 1.22 spaces per bedroom to 1.06 spaces per bedroom. Where will residential guests park? Will any spaces in the garage be reserved/allocated for residential guests? Provide an updated parking management plan detailing how ownership will manage the residential parking to ensure no negative impacts with overflow parking. The plan must be detailed and shall outline where employees of the commercial spaces will park, employees of the residential uses will park, commercial patrons, residential guests, how access to the garage will work for residents and guests, how garage parking will function (assigned or open for all? Included in every lease or only available with an additional charge?), how spaces will be allocated to each unit, which units will be eligible for two parking spaces, the maximum number of spaces that can be leased per unit, etc.

Response: The proposed residential parking garage has 167 parking spaces which provides 1.23 spaces per unit or 1.06 spacers per bedroom. Many sources of data was reviewed and supported the proposed residential parking supply. The Village Zoning Code requires less parking, 142 spaces, than what is proposed. Arlington Heights census data shows that the parking demand is less than 0.76 vehicles per bedroom or 120 spaces.

National and local data on apartment parking representing 41 apartment developments with an aggregate total of 10,872 units was also reviewed. This data showed that the overall parking demand is less than one vehicle per bedroom and only one site of the 41 exceeded 1.06 vehicles per bedroom (1.11). Parking demand per

bedroom correlates better with the residential population that generates parking than the per unit calculation. More bedroom per unit results in more people resulting in more parking per unit. The proposed development only has 18 2-bedroom units or 13% of the total unit mix.

76. The civil, landscape, and architectural plans have not been fully coordinated. Inconsistencies exist in the areas around the bike room/stair-1/pump room, the generator room, and the garage entrance. Please revise accordingly.

Response: The various plans have been revised to be consistent.

77. Provide a revised preliminary construction staging plan. Where feasible, construction trailers and material storage areas shall be located onsite.

Response: A revised construction staging plan will be submitted

78. Section 10.6-2 of the Zoning Code requires that all loading zones have 14' of vertical clearance. Please verify the vertical clearance of the loading zone door as it does not appear to conform to this requirement.

Response: The loading dock door height was increased to 14'-0"

79. A stair tower extending up to 87' in height is now shown on the plans. Why is this element now necessary? Previous iterations of this project did not include a stair tower overrun.

Response: A prior comment noted the requirement for a stair overrun above the roof. This submittal complies with this prior requirement. We still meet the height limitations.

80. Please provide a response to the four hardship criteria relative to the variation required for the 22' wide drive aisle.

The 22 ft. drive aisle is the maximum aisle width that can be achieved adjacent to the lower level elevators without reducing the total parking count. As we continue to discuss we are working to provide as many parking spaces within the building as will fit. We have already reduced the unit count and reconfigured the building so as to address the single family homes across St. James. The site width limits how wide the drive aisles can be and still provide sufficient parking.

The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property:
Our site is across St. James from a lower density district and within the B5 district. The width of the drive aisle is compatible with the limited use of the lower level parking spaces and was needed to be reduced to maintain parking.

The plight of the owner is due to unique circumstances, which may include length of time the subject property was been vacant as zoned:
The existing buildings on the property have outlived their usefulness and in fact provide a negative effect on the neighborhood across St. James. The site itself, even with utilizing a portion of Highland cannot accommodate the needed parking with 24ft. drive aisles.

The propose variation is in harmony with the spirit and intent of this Chapter:
We are providing significantly more parking than what is required under the code based on our proposed number of units. Our view is that the Code would rather have the developer provide this additional parking with a slightly drive aisle than to eliminate parking with a 2 ft. wider drive aisle.

The variance requested is the minimum variance necessary to allow for the reasonable use of the property:
We have significantly reduced the residential density in order to provide for a building that the community can accept. Our proposal is the most reasonable use of the property which will replace the old buildings currently located on the Property.

Once a new date with the Plan Commission has been determined, new public hearing notification signage must be placed on the site and public hearing notification letters will need to be sent out.

Response: New notice will be posted and sent once the date is known

82. Please provide a summary of the Aug. 6th meeting that was held with HANA.

Response: Many of the members supported the changes to the building. A few members are still seeking a more traditional building which we cannot agree to. At the DRC meeting a very vocal neighbor located directly across St. James congratulated us on the design changes.

83. The label and description of fixture F04 on the photometric plan do not match. Please revise the plans to clearly show the type and power of the proposed fixture. You're encouraged to utilize one of the less intense/less powerful versions of the fixture. Additionally, the photometric plan incorrectly identifies the manufacturer of F05. It is also encouraged that the 10-watt version of fixture F02 be utilized.

Response; This will be shown on permit plans.

Prepared by: _____

Eastman Development
116-120 W. Eastman Street
PC #23-002
August 16, 2023

Landscaping

Public Property

1. Along Eastman, please substitute the proposed Maples for a more suitable species.

   Response: The proposed maples along Eastman have been substituted for ginkgoes.

Private Property

1. Provide a shade tree within the landscape island at the corner of St. James Street and Highland Avenue

   Response: A shade tree has been added to the landscape island.

   In addition to the ornamental trees and shrubs along St. James Street, please provide a mix of perennials.

   Response: The proposed landscaping along St James St now includes a mix of perennials.

2. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

   Response: This requirement will be complied with

VILLAGE OF ARLINGTON HEIGHTS

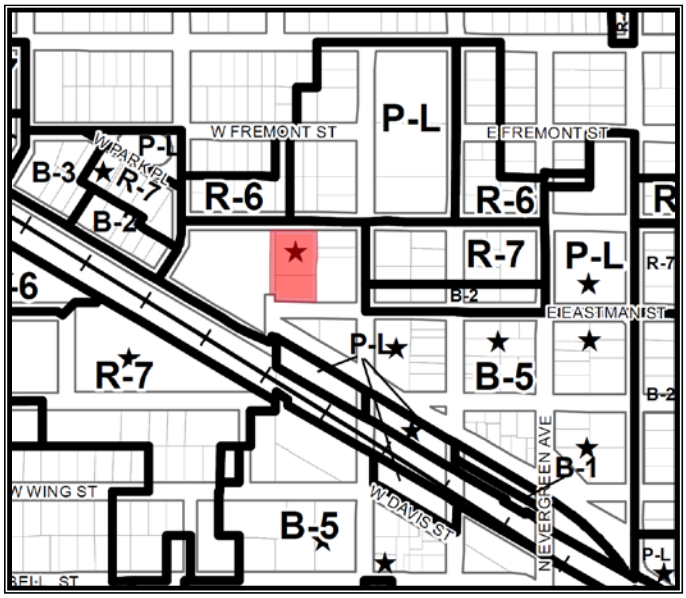
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 23-002*
***Project Title**: 116-120 W Eastman Redevelopment*
***Address**: 116-120 W. Eastman Street*
***PIN's**: 03-29-316-001, 03-29-316-008*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: May 24, 2023*
***Date Prepared**: May 19, 2023*

***Petitioner**: Mylo Residential Arlington Heights Property LLC*
Joe Taylor
***Address**: 202 S. Cook Street – Suite 210*
Barrington, IL 60010

***Existing Zoning**: B-5 Downtown District*
***Comprehensive Plan**: Mixed-Use*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-6: Multiple-Family Dwelling District P-L: Public Lands District	Single-family homes, at-grade parking lot.	Single-Family Attached
South	B-5: Downtown District	Single-story retail sales building	Mixed-Use
East	B-5: Downtown District	Two-story office building	Mixed-Use
West	B-5: Downtown District	Village Bank & Trust	Mixed-Use

Requested Action:

1. Planned Unit Development to allow a 150-unit multi-family residential development on the subject property.
2. Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
3. Conceptual Special Use Permit approval for a restaurant on the subject property.

Variations Required:

- Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet.
- Chapter 28 of the Municipal Code, Section 6.1-5.1, to allow tandem parking spaces.

Project Background:

The subject property is 43,581 square feet in size (1 acre) and currently occupied by two office buildings, each of three stories in height. Along the western side of the site there is a private street (Highland Avenue) that is split between the subject property and the property to the west and located within a 33-foot wide easement for pedestrians and motor vehicles. Half of that easement is located on the subject property (16.5') and the other half is located on the property to the west (210 W. Northwest Highway). The subject property was originally approved as a PUD in 1965 to allow a three-story office building and a seven-story apartment building with 65 units. After the three-story office building was constructed on the north side of the site, the PUD was amended in 1968 to eliminate the residential component and construct a second three-story office building in its place. To the west of the site is a B-5 zoned property developed with a multi-tenant office building including a real estate office (Baird & Warner) and the Village Bank & Trust (including drive-thru lane). To the east of the site is a B-5 zoned property developed with a two and a half story office building occupied by AT&T. To the south is single-story commercial building in the B-5 District and to the north are single-family homes zoned R-6 (Multiple-family Dwelling District) and a surface parking lot owned by the Village (zoned P-L Public Land).

Existing access to the site comes from a curb cut on St. James Street to the north and a curb cut on Eastman Street to the south. Additionally, the shared private drive aisle on the west of the site (Highland Avenue) provides a third means of ingress/egress, which operates in a one-way fashion from south to north and connects St. James Street to Eastman Street.

The petitioner, Mylo Residential Arlington Heights Property LLC, has purchased the property and is proposing demolition of the existing buildings and site improvements, and constructing a seven story multi-family rental building with 150 residential units and ground floor commercial space intended to be leased to a restaurant. The development would consist of 15 two-bedroom units (10%), 113 one-bedroom units (75%), and 22 studio units (15%). The ground floor would include approximately 2,000 square feet of commercial space. No commercial space is contemplated along the northern side of the building. On the third floor, the building would be recessed on the western elevation to create a west facing pool deck including lounge chairs and a barbeque station. Additional building setbacks would be located on the north side of the site, where the structure would taper in above the 2nd floor so that floors three through seven are setback no less than 20' from the northern property line. The 7th floor would include a "sky lobby" amenity area on the southwest side of the building.

A partial basement would include 39 below grade parking stalls and the first and second floors of the building would include 162 parking stalls for a total of 201 interior garage spaces, which would be used by the residential tenants of the building. Along Highland Avenue, the streetscape would be altered to include 14 surface parking stalls along the western side of the building, which would be for customers/employees of the restaurant and guests of the residential tenants. In sum, the development would include 215 private parking stalls.

The entrance into the garage would come from the shared private street (Highland Avenue), which would be widened slightly and converted to allow two-way traffic. Access into the garage would be controlled by a garage door and sound/light pedestrian warning system. There would be one curb cut along Eastman located at the south of the site, which would lead to a 10' x 35' loading zone at the southeast corner of the building. Fifteen bike parking spaces would be located within a storage room inside the garage.

The key development attributes and primary code analysis is shown in the chart on the next page:

Key Development Attributes

	Eastman Development
Total Number of Units	150
Studio	22
1-Bdrm*	113
2-Bdrm	15
Commercial (Sq. Ft.)	1,967 sq. ft.
Height	82'
Overall Number of Bedrooms	165
Bedrooms Per Unit*	1.1
Parking Stalls (Residential)	201**
Parking Stalls Per Unit (Residential)	1.34
Parking Stalls Per Bedroom (Residential)*	1.22
Parking Stalls (Non-Residential)	14

* There are 36 one-bdrm + den units which were considered as having one bdrm

** Both spaces in the tandem parking stalls were included

Code Analysis

Setbacks	**Proposed**	**Required/Allowed**
North	0.64'	No requirement
South	0.94'	No requirement
East	0'	No requirement
West	6.11'	No requirement
Building Height	82' (Bldg. roof) 89' (Stairway tower)	90' maximum
Dwelling Units Per Acre	150	140
Minimum Lot Size (density)	43,581 sq. ft.	46,500 sq. ft. min.
Total Parking Spaces	215	160 minimum
Parking Spaces Required (residential)	201	154 minimum
Parking Spaces Required (commercial/office)	14	6 minimum

Downtown Master Plan and Building Height:

The Downtown Master Plan, as amended in 2007, provided a wide range of recommendations to improve upon and guide development within Downtown Arlington Heights, ensuring that it remains the business, cultural and entertainment heart of Arlington Heights. Although the subject property was just outside the boundary of the study area within the plan, it is considered part of the downtown core and the proposed development helps to achieve several of the objectives identified in the Plan:

1. *Promote diversity and concentration of use in the downtown core*. The proposed development includes a high concentration of residential uses complimented with a moderate ground floor

commercial space, providing diversity of use. The residents will patronize downtown Arlington Heights businesses, contributing to the vibrancy and diversity of commercial opportunities within the downtown core.

2. *Create a quality pedestrian environment*. The proposed development will refurbish the downtown streetscape along Eastman and will incorporate decorative paving through the southwest corner of the site and along the private portion of Highland Avenue. Public pedestrian access through the private portion of Highland Avenue will be preserved.
3. *Strengthen downtown's residential base by encouraging additional residential development*. The Eastman development will add 150 units to the downtown Arlington Heights residential housing supply.

The maximum building height within the B-5 District is 90 feet, and the proposed project, at 82' in height (89' to top of stair tower) is compliant with this restriction. It should be noted that the B-5 regulations allow buildings up to 140 feet in height, provided that they qualify for certain height bonuses as outlined within the Zoning Code. The proposed development has not opted to take advantage of the height bonus allowances within the B-5 District and is slightly below the maximum permitted height. Although the subject property is outside of the primary study area within the Downtown Master Plan, the Plan and task force included recommendations for sites on the fringe of the downtown area, including the subject property. For this area, the Plan recommended buildings between 70'-100' in height. The proposed structure, at 82' in height, complies with this recommendation.

The building height is similar and compatible to other mid-rise structures within the B-5 Downtown District. Moreover, a detailed comparison to the existing mid-rise structures within downtown Arlington Heights shows that the proposed building is on the lower end of the varied mid-rise building heights in downtown Arlington Heights and the B-5 District. The table below shows the subject property in relation to the approximate height of similar multi-story B-5 developments. Exhibit 1 at the end of this report includes a graphic that visually depicts the proposed building height in relation to the existing building heights in Downtown Arlington Heights to the south and southeast.

South of Metra Tracks:	**Height**
Dunton Tower	138'
Arlington Town Square	140'
Metropolis Building:	81'
Village Green Development:	
Campbell Building	98'
Vail Building	93'
Wing Building	116'
Metro Lofts	84'
Arlington 425 (approved heights):	
Campbell Building	111'
Chestnut Building	58'

North of Metra Tracks:	**Height**
Hancock Square:	
East Building	97'
West Building	67'
201 N Vail	85'
Parkview	89'

Proposed Development	82' (roofline)

With regards to the single-family structures to the north and northwest, the proposed development has included the aforementioned 20' building setback after the 2nd floor on the north side of the building to create a more compatible structure given the single-family residential community to the north/northwest.

Zoning and Comprehensive Plan

The subject property is zoned B-5, Downtown District, which allows mixed-use development with ground floor commercial spaces and multi-family units above. However, multi-family uses without ground floor commercial spaces are not a permitted use within Downtown Arlington Heights. At less than 2,000 square feet in size and around only 6% of the overall ground floor footprint, the size of the commercial space is not large enough to qualify this development as "mixed-use". Accordingly, a Land Use Variation to allow a predominately multi-family residential development is required. Additionally, all developments in the B-5 District are required to receive Planned Unit Development (PUD) approval. With regards to the requested Land Use Variation and property usage, the petitioner as submitted a written response to the four criteria necessary for variation approval, which has been transmitted to the Plan Commission as part of the materials for this application. The four standards for approval are:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

With regards to the proposed use, the Staff Development Committee concurs with the petitioner that the necessary criteria for approval have been met and notes the following:

1. The location of the subject property, on the northern edge of downtown Arlington Heights, makes the small size of the ground floor commercial space preferable. A code compliant commercial space at 50% or more of the ground floor, would bring activity and traffic closer to the single-family homes along St. James Street. The small size of the ground floor commercial space, at 2,000 square feet, in combination with its location at the southernmost portion of the site, helps to make this development more compatible with neighboring uses while still maintaining street front activity on the south side of the site adjacent to downtown.
2. The location of the property on the fringe of the Downtown area is somewhat unique with single-family homes located directly across the street. The existing office space on the subject property is vacant, somewhat blighted and in need of revitalization, and the office market is trending towards increased vacancy over the last several years.
3. The proposed multi-family use does not represent a threat to the public heath, safety, morals, comfort, or general welfare of the people working or residing in the vicinity of the subject property. Multi-family uses in fringe B-5 locations adjacent to single-family homes can be found in other areas of Downtown Arlington Heights.
4. The requested variation is the minimum variation necessary to allow a reasonable development on the subject property.

Two additional variations are required, one relative to density and one relative to the provision of tandem parking spaces. Each variation will be discussed in detail later within this report.

It should be noted that any future restaurant within the commercial space will need approval of a Special Use Permit or Special Use Permit Waiver (if eligible). Since a tenant has not yet been identified for the commercial space, only conceptual approval of the future restaurant can be granted at this time. In order to qualify for a liquor license, the provision of food service will be required.

The Comprehensive Plan designates the property as Mixed-Use and the proposed multi-family use (with limited commercial space) is generally compatible with this designation. No amendment to the Comprehensive Plan is warranted. Impact fees (schools, parks, library) shall be required for all residential units within the development.

Market Study

The petitioner has submitted a comprehensive market study that analyzed the local market conditions and evaluated the proposed development in relation to potential competitors. The study has found similar developments in the Northwest Suburban Cook County submarket to be at 97.5% occupancy, noting that 95% occupancy is considered full. The study finds that the "full" state of the multi-family rental market means that pricing will continue to escalate with rents rising 3-4% per year. At an expected average rental rate of $2.89 per square foot, the proposed development is on the higher end compared to the approximately 2,900 rental units studied within the submarket area. However, the study finds that the desirable location in downtown Arlington Heights, in combination with the generous amenities within the development, will lead to an absorption rate of around 9-10 units per month, which is in line with industry standards.

Conceptual Plan Review Committee

On July 13, 2022, the petitioner appeared before the Conceptual Plan Review Committee for a preliminary review of the development concept. The Conceptual Plan Review Committee members were generally favorable towards the project and did not express any major concerns. There were some questions on the location of the structure directly abutting the eastern property line and future redevelopment on the property to the east, and the committee members encouraged the petitioner to hold a neighborhood meeting with surrounding property owners prior to appearing before the Plan Commission.

Neighborhood Meeting

In early August of 2022, the petitioner sent invitations to all neighboring property owners within 250 feet of the property informing them of a neighborhood meeting they could attend on August 23, 2022. On the evening of August 23, the petitioner met with some of the neighboring property owners to present their concept and understand what concerns the neighbors may have. Per the petitioner, three main concerns were identified: 1) traffic on St. James Street and neighborhoods desire to restrict Highland Avenue access to St. James Street, 2) modifications to the garage façade to make it more compatible with the residential neighborhood to the north/northwest, and 3) the possibility of reducing the height of the structure by placing parking underground.

Design Commission

The petitioner appeared before the Design Commission on March 13, 2023 to discuss the building architecture and compatibility of the design. The Commission required modifications to improve the appearance and to address certain issues, and continued the project until the next month. Subsequently, on April 12, 2023, the Design Commission voted 4-0 in favor of a recommendation of approval of the project, subject to two recommendations and one condition of approval. The recommendations dealt with confirming details on the project rendering and the requirement relates to the positioning of the louvers on the garage to prevent light spillover to the residential homes to the north.

Housing Commission & Affordable Housing

Per the Village's Inclusionary Housing Ordinance, 7.5% of the units within the development must be on-site units meeting the provisions of the Inclusionary Housing Ordinance (IHO) relative to affordability. The

developer has two options to comply with this requirement; 1) provide all 7.5% of units as on-site affordable units, or 2) provide a minimum of 5% of the units as onsite affordable units and pay a fee for the remaining 2.5% of affordable units required-but-not-provided onsite.

On April 19, 2023, the petitioner appeared before the Housing Commission, which resulted in a 5-0 recommendation of approval of the project, which will provide a minimum of 10 onsite affordable units within the development and provide a fee-in-lieu-of payment for the remaining units required-but-not-provided onsite. It should be noted that Section 7-1709, Development Cost Offsets, of the Inclusionary Housing Ordinance allows density bonuses (at the discretion of the Village Board) equal to no more than one market rate dwelling unit for each required affordable dwelling unit constructed within the building. At 150 units proposed on the site, the development is 10 units above maximum allowable density requirements for the B-5 District. Accordingly, the following variation is required:

- **Variation to Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet (or 140 units).**
- **Section 7-1709: Density Bonuses. At the discretion of the Village Board, a density bonus may be provided equal to no more than one market rate dwelling unit for each required affordable dwelling unit constructed on the site of the Covered Development Project.**

The Staff Development Committee believes that the necessary justification for approval have been met as the requested density increase complies with the density bonus provisions as allowed by the IHO. The increase in units is the minimum necessary to comply with code; no increase beyond the IHO allowed bonus has been requested.

Impact on School Districts

Given the high proportion of studio and one-bedroom units (90% of the overall unit mix), it is not expected that the proposed development will result in a substantial increase in student enrollment. Using enrollment data from similar market rate rental developments in downtown Arlington Heights from the last five years, staff anticipates that the proposed development will yield approximately four elementary aged children, two middle school aged children, and three high school aged children, for a total of nine additional students within the local school system. The subject property feeds to Olive-Mary Stitt Elementary School, which is currently undergoing a building addition to allow for increased student enrollment. Staff reached out to School District #25 and #214 to provide them info on the development and estimated enrollment figures.

Construction Staging

The petitioner has provided a preliminary construction staging plan as part of their Plan Commission application. As part of building permit review, the petitioner will be required to provide a final construction schedule and logistics plan that identifies staging areas, material storage, lane closures, and construction worker parking for review and approval by the Village. Construction traffic shall be limited to pre-approved lanes and locations to be determined by the Village, and construction entrances must be designed to keep truck traffic off of St. James Street. Emergency access must be maintained at all times during each phase. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors, and patrons of the downtown and nearby vicinity. The developer shall explore a temporary construction easement with the neighboring property to the west, which would allow Highland Avenue to be partially closed and the construction trailer and material storage to be relocated to Highland Avenue and away from the residential areas to the north.

Site & Building Analysis:

Overall, the site has been thoughtfully designed with the primary activity components isolated to the south of the site and closer to downtown, while the north side of the site is less active and has been designed to minimize disturbance to the single-family homes to the north. Specifically, the southern side of the site includes the primary entrance to the apartment building, commercial business entrance, and loading zone. Utility infrastructure was sited on the southwest side of the building and screened with building walls. The terraces on the north will be private for the residents of each unit and not active spaces for the larger building community. The pool deck was located on the western side of the building and does not directly face any single-family homes.

In working with staff, the petitioner has made several additional improvements to the project:

- Reduced the overall density from 154 units to 150 units.
- Increase the parking supply from 180 parking spaces to 201 parking spaces for the residential units.
- Increased the number of onsite affordable units from 8 to 10.
- Relocated the garage driveway entrance from St. James Street (as proposed in the conceptual planning stage) to Highland Avenue.
- Included a 20' third floor building setback along the north side of the site.

There are several key areas of the plan that merit discussion as outlined below:

Building Considerations:

In order to facilitate safe pedestrian movements across the garage entrance along the western side of the building, the structure will be equipped with an audio/visual warning system consisting of lights and verbal "warning" queues. Given that that access to the garage will be controlled by a garage door, cars will be entering and exiting the garage at a slow rate of travel, however, the additional warning system will ensure that pedestrian safety is maintained. The audio/visual system will be required to include a mechanism to reduce the volume of the warning queues during overnight times.

The petitioner has done a good job of locating utility/back-of-house building elements, such as the generator, transformer, and utility meters to locations that are screened and/or less visible from public view. However, the height of the proposed transformers along the western side of the building is not yet known, whereas the building wing walls, which provide screening for the transformers, are proposed at 6' in height. Should the transformers be taller than 6' in height, the size of the building wing walls will need to be increased. As such, the SDC recommends a condition of approval requiring all building-mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturers specifications on sound levels and attenuation (and capacity for additional sound attenuation around larger mechanical units) must be provided for Village review. With regards to the rooftop mechanical units, the location of the northernmost Roof Top Unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.

Although the pool deck is proposed along the western elevation of the building and partially shielded from the single-family homes to the north/northwest, usage of the pool could potentially create a nuisance if left unsupervised. The petitioner has stated that no exterior speakers will be installed on the outdoor pool/BBQ

grilling deck, and hours of operation will prohibit usage between 10:00pm to 10:00am Sunday through Thursday and from 11:00pm to 10:00am on Friday and Saturday. Any personal speaker usage on the outdoor deck must cease by 9:00pm on any day. Usage of the outdoor deck area must abide by these restrictions and the petitioner must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances, and a condition of approval outlining such has been included below.

The Building and Life Safety Department and Fire Department have both reviewed the Eastman project and do not have any significant concerns relative to fire/emergency services access. The proposed structure will be required to comply with all applicable building and fire code requirements. The petitioner must continue to work with the Village on the design of the Fire Department Connection (FDC) on the south side of the building. As the building wall is only 1-foot setback from the sidewalk/public way, the FDC must be low profile/flush against the building wall to avoid encroachment out into the public way. A condition of approval to address this has been recommended below.

Finally, the petitioner shall continue to work with the Village on the proposed lights along the northern elevation to the buildings. Specifically, five lights have been proposed along the northern elevation, to be mounted at 13' in height. Staff would like to ensure that this equipment is angled downwards and includes features to shield/block glare and spillover, and the petitioner shall be required to work with the Village to ensure that they are angled towards the ground and include adequate shielding/cutoffs.

Streetscape Improvements

The petitioner will be required to reconstruct the streetscape along the north side of Eastman abutting the subject property. The existing streetscape in this location does not contain any street trees and includes one light pole that is located in the middle of the sidewalk. The developer will be required to install a streetscape along Eastman that is compatible with Village standards, including a minimum of three street trees (either in tree grates or raised planting beds), new sidewalk, and removal/relocation of the light pole in the middle of the sidewalk to a code compliant location. Final details need to be worked out relative to ADA accessible aisles/tree grates, positioning of a new light pole, parking bump-out, and egress doors opening into the public way. The final streetscape along Eastman shall be consistent with Downtown standards and certain modifications may be required at time of building permit (additional sidewalk width, revised tree grates, recessed building doors, sidewalk bump-out at corner, etc.) at the discretion of the Village. A public access easement along a portion of the private sidewalk on Eastman may be required to comply with ADA regulations.

As the private drive aisle (Highland Street) that runs between the subject property and neighboring property to the west is proposed for two-way traffic, new stop signs must be installed. Specifically, a stop sign shall be installed at the northbound approach of the St. James/Highland Avenue intersection, and also at both the eastern and western approaches to the intersection of Highland Avenue/Eastman Street/neighboring property drive aisle. The petitioner will be required to work with the Village to implement these improvements. The Village is also exploring the possibility of a 15-minute loading zone along Eastman Street in close proximity to the building entrance, which could be utilized by parcel carriers and for residential

deliveries. Additionally, the Village is exploring the possibility of a curbed bump-out at the sidewalk crossing on Eastman.

Infrastructure

Preliminary engineering plans have been provided and reviewed as part of this Plan Commission application. Stormwater detention will be required to comply with all applicable Village and MWRD standards, and an underground detention vault has been proposed underneath the private portion of Highland Avenue. As part of building permit issuance, the Village will verify that the structural design of the vault will be sufficient to carry the load of anticipated trucks and fire engines.

In order to provide water to the site, an 8-inch watermain will need to be extended along St. James Street from Vail Avenue west to the development, which expense shall be borne by the developer and shall require an Illinois Environmental Protection Agency (IEPA) permit.

Parking and Traffic:

The petitioner has provided a traffic and parking study by a certified traffic engineer, which has assessed access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. With regards to traffic, the existing site is occupied by two office buildings totalling approximately 55,500 square feet of floor area, which is currently vacant. To be conservative, the study took traffic counts in January of 2022 while the office buildings were still partially occupied. The traffic consultant took these base traffic counts and added anticipated traffic based on full occupancy of the existing buildings with 55,500 square feet of office space. They then took the base counts and added the anticipated traffic volumes from the proposed Eastman development and compared the two. This comparison is shown below:

Site Trip Generation Comparison

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Offices	710	55,500 sq. ft.	57	8	65	9	45	54
Proposed Site Traffic Volumes (150 units)			14	44	56	48	30	78
		Difference	**-43**	**+36**	**-11**	**+39**	**-15**	**+24**

The proposed development is anticipated to generate similar traffic volumes in the morning peak travel hour (7:45am-8:45am) and a minimal increase to total trips (24 additional trips) during the evening peak hour (4:45pm-5:45pm). From a traffic standpoint, the proposed development is not expected to generate a substantial increase in overall traffic during peak travel times when compared to the existing buildings on the site (should they be fully occupied). All intersections analyzed within the report are expected to continue operating at good levels of service, with the worst movement being the southbound approach of Highland/Northwest Highway. This intersection is under stop sign control and expected to operate at a Level of Service (LOS) delay grade of "C" with an estimated wait time of less than 20 seconds. At an intersection of a neighborhood street (Highland Avenue) with a major arterial (Northwest Highway), a LOS C on the minor approach provides a decent level of service and is not a threat to vehicular or pedestrian safety.

Given the location of the building entrances, traffic patterns, and the street network in the vicinity of the subject property, the traffic study forecasts that the majority of site generated traffic (70%) will arrive and depart the building utilizing Northwest Highway, whereby keeping the majority of traffic off of St. James Street and away from the single-family neighborhood. The petitioner has worked with the Village to appropriately locate the garage entrance, which was originally proposed along St. James Street at the north side of the site, then proposed on Highland Avenue (but still on the northern side of the site), and is now proposed on Highland Avenue but centered towards the middle of the site.

Parking

As outlined above, the subject property will include 201 garage parking spaces (includes 18 tandem style spaces) which will be used for residential tenant and guest parking. The exterior of the subject property will include 14 parking stalls on the eastern side of the private portion of Highland Avenue. In addition, the site has access to 9 additional stalls on the western side of the private portion of Highland Avenue via a perpetual easement with the neighboring property owner. The 14 spaces on the exterior of the site will be used by employees and customers of the commercial tenant, as well as for guest parking for the residential tenants (should additional residential guest parking capacity be necessary). The subject property provides a surplus of off-street parking spaces relative to code requirements and no parking variation is necessary. The parking calculations as based on code requirements are shown on the chart below:

Parking At B-5 Requirements			
Use	**Square Footage / # of Units**	**Parking Ratio**	**Required Parking**
Residential	150		
Studio/1 Bedroom/1 Bedroom + Den	135	1 per unit	135
2 Bedroom	15	1.25 per unit	19
Commercial	1,967		
Restaurant - 1st Flr. (seating area)	1,285	1 Space per 200 sq. ft. of seating area	6
		Total Required	160
		Standard Garage Spaces Provided (Residential)	183
		Tandem Garage Spaces Provided (Residential)	18
		Total Garage Spaces Provided (Residential)	201
		Total Exterior Surface Parking Stalls Provided (Commercial)	14
		Total Provided On-site	215
		Surplus / (Deficit)	**55**

However, the Village has found demand for multi-family residential rental properties within the downtown core to be around 1.3 parking spaces per residential unit. This is consistent with the most recent approval for the Arlington 425 project, which is a 319-unit multi-family rental project in downtown Arlington Heights. Additionally, the 4 N. Douglas apartment project, which is in the R-7, Multi-Family Dwelling District and currently under construction just outside of the downtown fringe (but walkable to downtown), is providing parking at a rate of 1.5 parking spaces per residential unit. While the proposed development has a slightly higher percentage of studio and one-bedroom units than both of those projects, the Staff Development Committee has worked with the petitioner to increase the proposed parking supply to comply with this ratio. As a result, the project provides 1.34 parking spaces per unit. If a conservative approach is taken and each one-bedroom-with-den unit is considered as having two-bedroom, the this translates to exactly one parking

space per bedroom. The Staff Development Committee believes that adequate residential parking has been provided to accommodate for expected demand.

However, to manage parking, the petitioner will need to abide by the following restrictions:

1. **Residential parking spaces within the garage shall be leased separately from units and shall not automatically be included within any residential lease**. As parking spaces will be assigned to specific units, it would not be prudent to automatically assign a parking space to a tenant who doesn't have a car as this would preclude that space from being available to a tenant who does own a car.
2. **Any tenant desiring two parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units) if tandem spaces are available. Only after all tandem spaces are leased may the remainder of the parking spaces be leased by tenants desiring two parking spaces**. This will ensure that the second space within a tandem parking space is utilized, which is necessary to accommodate for expected residential parking demand.
3. **No more than 51 tenants shall lease two spaces within the garage**. This restriction will ensure that every residential unit has access to at least one parking space.
4. **No residential unit shall lease more than two parking spaces within the garage.** This restriction will ensure that every residential unit has access to at least one parking space.
5. **Residential guest parking within the garage shall be made available.** This restriction will open up the garage for residential guest parking, should unleased spaces be available, whereby removing this demand from the exterior parking spaces and increasing the supply for the commercial user.

Additionally, at the request of the Village, the petitioner must provide details and data on the operation, management, and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the petitioner must work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The petitioner must use good faith efforts to implement and enforce the parking conditions and restrictions outlined above.

With regards to the commercial parking spaces, the subject property includes 14 spaces on their privately owned portion of Highland Avenue. As outlined above, an additional nine spaces are and located on the western side of Highland Avenue and are available via a perpetual easement with the neighboring property owner to the west. This totals 23 off-street parking stalls for the approximately 2,000 square foot restaurant space and for residential guest parking. The parking study has utilized Urban Land Institute (ULI) data to analyze the expected restaurant parking demand and found peak demand to be 23 parking stalls. The Village has utilized Institute of Traffic Engineer (ITE) data to forecast peak restaurant parking demand and found demand to be somewhere in the range of 30-40 vehicles at peak times. In addition to the 23 off-street parking spaces, there are 20 on-street spaces along Highland and Eastman, which are not heavily used. The Staff Development Committee does not believe that the proposed development will have a detrimental commercial parking impact.

The petitioner has proposed bike parking spaces at 1 per 10 units (15 total), which staff believes to be acceptable and notes is identical to the ratio required for multi-family developments in the R-5, R-6, and R-7 zoning districts. There is no formal bike parking requirement for PUD's in the B-5 district. With regards to the 18 tandem parking spaces proposed within the garage, the following variation is required:

- **Chapter 28 of the Municipal Code, Section 6.1-5.1, to allow tandem parking stalls.**

The Staff Development Committee is supportive of this variation and notes that structured parking contributes significantly to development costs. In a downtown environment where space is at a premium, the provision of onsite parking stalls becomes a hardship and it is not uncommon to see tandem parking stalls in other locations within downtown Arlington Heights. Both the Wing Street Building and Sigwalt 16 developments were approved for variations to allow tandem parking stalls and the requested variation will not alter the essential character of the locality.

Loading:

Per code, one loading zone is required for the proposed development. One loading zone will be located at the southeast side of the building, which complies with code. This loading zone shall be utilized for residential move-ins/move-outs, loading/unloading for the commercial space, and trash collection. These activities shall be prohibited from occurring on-street. All residential move-ins/outs and commercial deliveries must occur between the hours of 7:00am to 7:00pm. As mentioned above, the Village is analyzing the possibility of an on-street drop-off/pick-up zone in front of the building, which could be used for residential deliveries/parcel services.

RECOMMENDATION

The Staff Development Committee has reviewed the requested Planned Unit Development to allow a 150-unit multi-family residential development on the subject property, Land Use Variation to allow a predominately multi-family residential development in the B-5 District, and Conceptual Special Use Permit approval for a restaurant on the subject property, along with the following variations from Chapter 28 of the Municipal Code:

1. Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet.
2. Section 6.1-5.1, to allow tandem parking stalls.

The Staff Development Committee recommends **APPROVAL** of the application subject to the following conditions:

General

1. The outdoor roof deck area along the western side of the building shall be restricted from use between the hours of 10 pm to 10 am Sunday through Thursday and from 11 pm to 10 am on Friday and Saturday. There shall be no building-mounted or permanent speakers/audio system installed on the outdoor pool deck. All personal music and speaker usage on the outdoor deck must end by 9pm on any night. Usage of the outdoor deck area must abide by these restrictions and the Applicant must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances.
2. All restaurants that desire to operate within the PUD must obtain a special use permit or receive a waiver of the special use permit requirement if deemed acceptable by the Village.
3. At time of application for building permit, the Applicant must provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking for review and approval by the Village. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors,

and patrons of the downtown and nearby vicinity. Construction traffic must be limited to pre-approved lanes and locations to be determined by the Village. The petitioner shall provide a truck parking and truck access plan for review and approval by the Village. Emergency access must be maintained at all times during each phase.

4. Conversion of the building from rental to condominium units will require an amendment to the Planned Unit Development and the provision of sufficient parking for such change as determined necessary by the Village.
5. The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.
6. The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:
    a. Providing, at a minimum, 10 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 1.25 units (a maximum of 2.5% of the total number of units) or a total of 11.25 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(3) of the Village Code.
    b. Satisfying all conditions and requirements necessary for Applicant to obtain development cost offsets pursuant to Section 7-1709 of the Village Code, including, without limitation, obtaining density bonuses pursuant to Section 7-1709(a).
    c. Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.
7. The Applicant must comply with all Federal, State, and Village codes, regulations, and policies.

Parking Related

8. Parking within the garage shall be operated as per the below:
    a) Residential parking spaces within the garage shall be leased separately from units and must not automatically be included within any residential lease.
    b) Any tenant desiring 2 parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units) if tandem spaces are available. Only after all tandem spaces are leased may individual/single spaces be leased by tenants desiring two parking spaces.
    c) No more than 51 tenants shall lease two spaces within the garage.
    d) No residential unit shall lease more than two parking spaces within the garage.
    e) Residential guest parking within the garage spaces be made available.
9. At the request of the Village, the Applicant must provide details and data on the operation, management, and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the Applicant must work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The Applicant must use good faith efforts to implement and enforce the parking conditions and restrictions outlined above.

Loading Conditions

10. Loading operations are restricted to the following:
    a. Commercial/Restaurants: Allowed only between the hours of 7:00am to 5:00pm.
    b. Residential: Residents moving in/out must schedule their loading dock time in advance. Move-ins/move-outs will take place in the loading dock on Eastman and be allowed between the

hours of 7:00am to 7:00pm. Loading operations will be prohibited between the hours of 10:00pm to 7:00am.

c. Trash: All trash must be loaded onto trucks within the loading area.
d. All loading/unloading for the commercial space, move-ins/move-outs for the residential tenants, and trash collection shall occur onsite and within the dedicated loading zone. These activities shall be prohibited from occurring on-street.

Traffic/Street Infrastructure Conditions

11. If it is determined by the Village that there is unsatisfactory traffic circulation and congestion within and through the subject property, the Applicant must work with the Village to modify the site circulation and access as necessary to mitigate for any such issues.
12. The Applicant shall work with the Village to implement improvements to the following intersections:
    a) St. James/Highland: Stop sign shall be installed at the northbound approach.
    b) Highland/Eastman/Bank Drive Aisle: Stop signs shall be installed at the eastbound approach and the westbound approach (as feasible) at this intersection.

Site Related

13. No later than issuance of a building permit, the petitioner shall execute a public access/sidewalk easement along the south side of the building, at the discretion of the Village and as necessary to comply with ADA pathway widths.
14. Final Streetscape along Eastman shall be consistent with Downtown standards and certain modifications may be required at time of building permit (additional sidewalk width, revised tree grates, recessed building doors, etc.) at the discretion of the Village.
15. The garage warning system shall be equipped with afterhours technology to reduce or shut off the noise during overnight times.

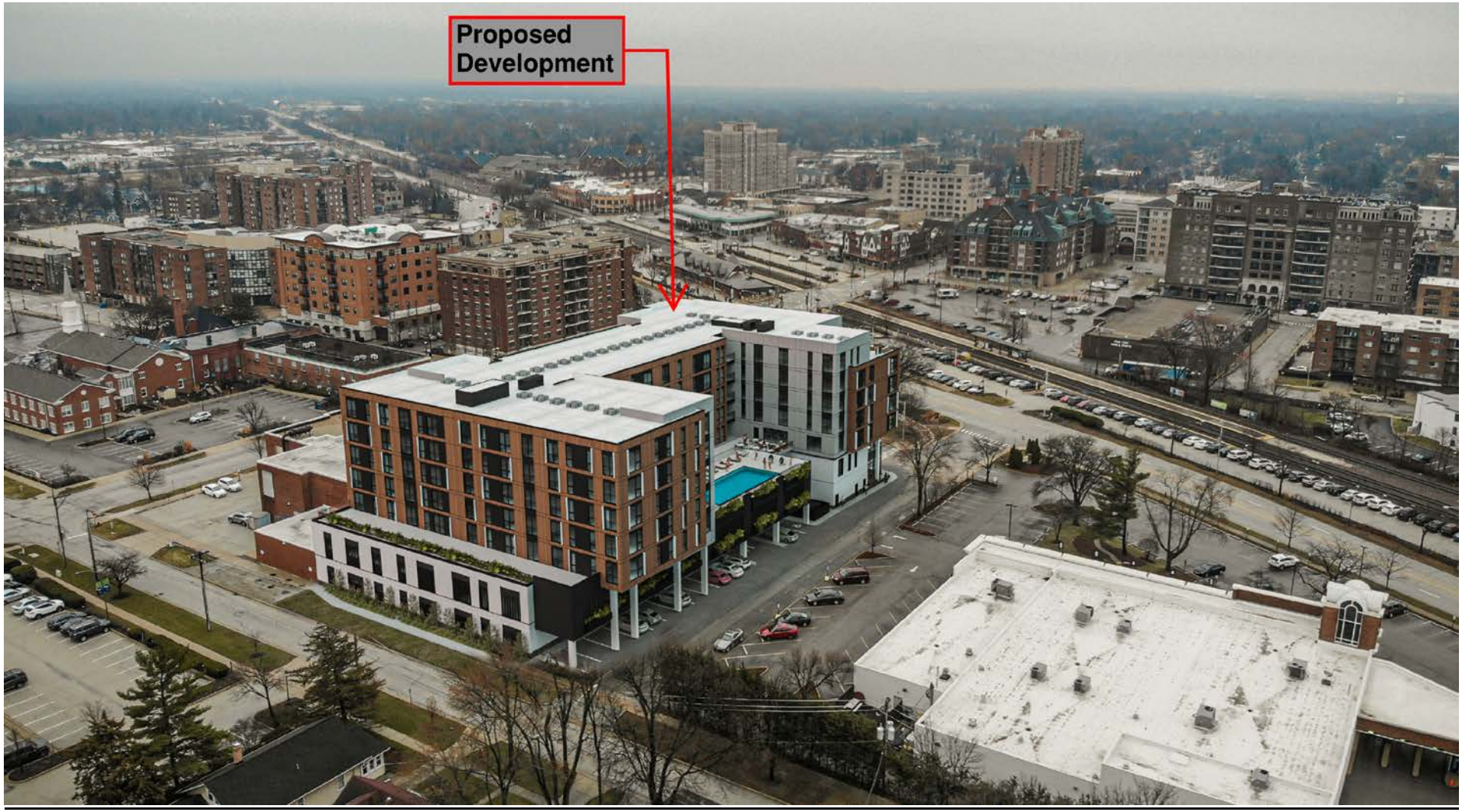
Building Related

16. The Applicant must comply with all of the requirements set forth in the April 12, 2023 motion of the Village's Design Commission concerning approval of the design for the building within the Planned Unit Development.
17. All building-mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) must be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturers specifications on sound levels and attenuation and capacity for additional sound attenuation around the units must be provided for Village review.
18. All utility service lines must be underground.
19. The petitioner shall continue to work with the Village on the design of the proposed Fire Department Connection. Said connection shall be a low-profile design, to the satisfaction of the Fire Department, and shall not encroach into the ROW.
20. The location of the northernmost Roof Top Unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.
21. The petitioner shall work with the Village on the proposed lights on the northern building elevation to ensure that they are located at low elevations and are angled towards the ground.

_____ May 19, 2023
Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Proposed Building Height in Relation to Similar Downtown Structures to South/Southwest



APPROVED

PLAN
_____
_____
_____

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

COMMISSION

RE: 116-120 WEST EASTMAN STREET DEVELOPMENT - PC #23-002
PLANNED UNIT DEVELOPMENT, LAND USE VARIATION FOR MULTI-FAMILY IN B-5, DENSITY VARIATION, TANDEM PARKING SPACE VARIATION, CONCEPTUAL SPECIAL USE PERMIT TO ALLOW A RESTAURANT

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 24th day of May, 2023 at the hour of 7:30 p.m.

MEMBERS PRESENT:

BRUCE GREEN, Acting Chairman
LYNN JENSEN
JOE LORENZINI
TERRY ENNES
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

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

ACTING CHAIRMAN GREEN: Okay, I'm going to call this Plan Commission to order. Our first agenda item is please rise and join me in the Pledge of Allegiance.

(Pledge of Allegiance recited.)

ACTING CHAIRMAN GREEN: Thank you. Here comes Joe.

Roll call.

MR. HUBBARD: I'll go slow so Commissioner Lorenzini can reach his chair.

Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Green.

ACTING CHAIRMAN GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chair Dawson.

(No response.)

MR. HUBBARD: So, without our Chair here this evening, we have to nominate an Acting Char. Bruce does such a great job, I reached out to him. Unless anyone on the panel and Commission objects and wants to volunteer instead, I'll ask someone to make a motion.

COMMISSIONER ENNES: I'll make a motion.

COMMISSIONER SIGALOS: I second.

COMMISSIONER CHERWIN: I'd like to second.

MR. HUBBARD: All right, all in favor?

(Chorus of ayes.)

MR. HUBBARD: Hearing no nays, you're our Acting Chair for the evening.

ACTING CHAIRMAN GREEN: Okay, I could do it, thank you.

Our first agenda item will be approval of minutes. This is the Metropolis PUD Amendment No. 2. Is there a motion?

COMMISSIONER CHERWIN: I move to approve.

ACTING CHAIRMAN GREEN: Is there a second to that?

COMMISSIONER SIGALOS: I'll second.

ACTING CHAIRMAN GREEN: Okay, we have a second. All those in favor, say aye?

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: All those opposed?

COMMISSIONER ENNES: I abstain.

ACTING CHAIRMAN GREEN: Okay, motion carries.

Our first hearing tonight is the Eastman Street Redevelopment. Sam, before we get started with that and I ask everybody to come up that's going to speak here tonight, have all the public notices been given?

MR. HUBBARD: Yes, they have.

ACTING CHAIRMAN GREEN: Okay, whoever is going to present this, could you come up and we'll swear you in?

Raise your right hand.

(Witnesses sworn.)

ACTING CHAIRMAN GREEN: You're sworn in. Whoever is going to make the presentation, stay there, give us your name, spell your last name for the court reporter and tell us about your project.

MR. TAYLOR: Sure. My name is Joe Taylor. I'm the principal of Compasspoint Development. This project is 116-120 Eastman. I'm the current owner of the property as well.

The project is 150 units of multi-family rentals with around 2,500 square feet of ground floor retail that's already slated to be a restaurant. There's various amounts of amenities and parking within the building. As we go through the presentation, I'll have my architect, Katie Lambert from OKW come up here and kind of run through the plans. Since we last saw you, we've made numerous changes to the building plans after various meetings with commissions and the public, and so we've got a much more tailored, refined project to present to you tonight.

So, without further ado, I'd like to introduce Katie Lambert from OKW. She's a principal there. Thank you.

ACTING CHAIRMAN GREEN: Thank you, Joe.

MS. LAMBERT: Thanks, Joe. Hi, once again, Katie Lambert.

ACTING CHAIRMAN GREEN: Spell your last name for the court reporter, please.

MS. LAMBERT: L-a-m-b-e-r-t, and I am a partner and Design Director at OKW Architects. I'm really excited to be here with Joe and our super team tonight. We think that this project could be a really great asset for the community. So, we're looking forward to walking through it.

So, I think probably most of you are very familiar with where this site is, but essentially, we are the corner of Eastman and Highland, just south of St. James Street. So, we've created this slide to show in red exactly where the project sits. It's up in the north edge of the B-5 Downtown District and, you know, we've really focused a lot of our attention on making sure that we are contextual with what's happening around us in a Downtown District and sensitive to the neighbors to the north.

So, looking at the existing site today, you can see the existing buildings that are on site. We have an aerial on that upper left that shows the configuration of the existing buildings along Highland. Highland is kind of an unusual sort of private drive that lives within the property line that you can see on that lower left, lower right image. But basically, you know, I think that these buildings are generally thought to be pretty under-utilized and the site feels a little bit cold and austere. So, I think it was a really big focus for our project team to find a way to create a warmer architect throughout.

In this slide, we just wanted to create kind of a list that identifies some of the items that Joe was just referring to, which are things that we've been changing during the

course of this project as we've been working with the community. So, you know, this list touches on things that have changed based on feedback that we got early on from Sam and the rest of the Staff, changes based on interaction with Commissioners, especially on the Design Commission, and also interaction with residents.

So, we wanted to note, you know, a 20-foot setback of the residential levels on the north has been incorporated. This is not a zoning requirement, but it was really a design request out of sensitivity to the lower scale developments to the north and St. James. We've relocated the parking garage entrance to be farther from the neighbors as well and started to incorporate some enhanced screening to the parking garage so that people aren't necessarily able to see into the garage and really have that visual of the lighting from their properties. We've increased the parking supply to exceed the zoning requirement. We've reduced the unit count and we've increased the affordable unit count on site to be 10.

There again, this is really where the project itself sits. We are looking at a slide where north is to your left, so you can see on the left is St. James, Highland on the plan south, and then you can also see basically where Eastman intersects us. So, you know, the building is essentially a lot line building, zero setbacks on those kind of prime frontages, but that is as of right within the existing B-5 zoning.

Here is a plan that begins to show that configuration a little bit more closely up. You can also see really how the plan itself starts to work out. From a rooftop level, we're looking at essentially a U-shaped building with an amenity deck in the middle, and then you can see that 20-foot offset on the left, on the north side, so that we're lowering the scale of the building relative to the neighbors.

Development summary. So, again, we're looking at 150 units in this building, two levels of enclosed parking, 201 spaces within that enclosed parking deck with five levels of residential units and amenities up above, a total of just over kind of 2,000 square feet commercial space, and then we have a unit matrix off to the right that shows the split between studios, one-bedroom, one-bedroom/dens, and twos. So, we have a pretty substantial amount of each of those unit types, but definitely I'd say particularly a lot of that one-bedroom and one-bedroom plus den.

So, first floor plan, I'll try and kind of walk everybody through it, but essentially you see Eastman on the left side of the screen. There are really two major pedestrian entrances into the building. So, the first one is, I don't know if this laser pointer works, but basically kind of plan north, a little bit farther east on Eastman is really the primary residential entrance into the building from the street. Folks who are walking into that entrance would be able to see through basically to the restaurant itself which is colored there in yellow. So, really the idea of this space is that you have a lot of visibility between the residential lobby lounge and between the restaurant. Similar to what you would experience if you were walking into a high-end hotel, there's a sense of kind of hospitality and it really produces a high design, welcoming environment.

The other primary pedestrian entrance is off of that corner of Highland and Eastman. So, again, that's that door that would lead you into that yellow space and that would be for folks who are visiting the restaurant. So, again, the restaurant would be fully open to the public. It is, you know, truly public commercial space. It will be expected, you know, to have pretty extensive hours that would include lunchtime into dinner and drinks.

Looking at the garage itself, so again, the entrance to the garage is off of Highland. Thank you, that's helpful. Based on conversation with residents and the Design

Commission, we really felt like it made a lot of sense to shift that entrance farther south to this location. It had been a couple bays farther to the north and, therefore, closer to the residents, and I think there was a lot of concern which we thought was legitimate about potentially the noise and the traffic coming from that.

MR. HUBBARD: The laser pointer does work in case you want. Just keep in mind that Commissioners can't see it, but the audience can.

MS. LAMBERT: Oh, good.

MR. HUBBARD: It's the red button on the top.

MS. LAMBERT: Perfect, thank you.

MR. HUBBARD: Not working? All right.

MS. LAMBERT: I can't see it at all.

MR. HUBBARD: Sorry about that.

MS. LAMBERT: No, that's okay. There we go, thank you.

So, I think the other thing that's important to note is that you can see right here that there would be parking spaces that would really be dedicated towards that commercial use that are essentially up against the building. Then our property also has access, easement access to nine of the spaces on the west side of Highland which would be used also as commercial parking for the restaurant. So, the expectation is that the parking inside the deck primarily residential, parking outside the deck primarily commercial.

The parking deck itself is two-and-a-half levels. There's both a first floor, a second floor, as well as a partial basement to that. This plan shows that basement level, so again, you can see the parking that slopes down to this level. Then we are also taking advantage of that excavation to create some amenity space for the residential, and so currently we're showing a combination of a lounge and what could be really more of a co-working space as well as fitness along this basement.

This is looking at the second floor. So, you can see again the second level of the parking deck. These are mirror tandem spaces on the plan south which, let's hope this works. Thank you, that's helpful. Those tandem spaces essentially would overhang what's happening on the ground floor, and we are expecting that they would be primarily used by residents that are renting two-bedroom units and want to have two cars in this garage. This second floor also has units on it and that's what you see on the right side of the page.

Level three, this is really the primary amenity level. So, not only do you start to see really what the full typical floor of units would look like, but also that amenity deck which is plan south. So, there's a really generous pool expected as well as pool deck, as well as an interior clubroom that would basically open out on to that exterior space.

On the left side of the page is that 20-foot setback, and so each of those units that front that area would have small, individual, private terraces, and then there would be a substantial green space along the edge of the building itself to prevent people from really getting to the building edge. It gives us, you know, even further buffer I think from the neighbors to the north.

Then this is really the typical unit plan, levels four through six. So, again, a lot of one-beds, one-bed plus den, but also some studios and two-bedrooms that's been called throughout. Then moving up to level seven, we're expecting to have another amenity space and essentially a small roof terrace. So, those would be for resident use.

So, this is an aerial view essentially looking towards the downtown that shows a rendering of our building in the foreground. It really, you know, we like this view

because we think it really demonstrates how appropriate the height of the building is with the rest of that B-5 District. You can also start to see in this view something that we show a little bit later on in the ground floor perspective which is really the setback, the 20-foot setback of those residential levels on the St. James facade.

So, our team went ahead and produced a handful of sun studies. So, it's hard to, you know, replicate every single possible scenario, but essentially, we picked three different representative times of the year and decided to take a look at what the sun would look like in the morning and afternoon. So, this angle here, December 21st, obviously kind of shows the most dramatic shadow that you would potentially get. So, I think that, you know, you can see on the left in the morning view that there is a little bit of shadow that does end up being cast on the first couple of residences first thing in the morning. Once you get to the afternoon, the shadow is, you know, being cast basically to the northeast and is not impacting the residents.

March 20th, so again, this represents sun kind of, you know, mid-year, it would be similar expectation in September. So, morning and afternoon at March 20th are not particularly impactful to the residential neighbors. June 21st, so this is kind of generally the most favorable condition because the sun tends to be really high. So, again, we're really expecting shadows to be primarily, you know, cast on the immediately surrounding property.

So, here's a rendering from the southwest. So, this is basically standing at Northwest Highway looking northeast at the proposed building. So, I think, you know, a few things that we were really trying to think about as we began to understand and compose this facade, one thing, you know, that was really important to this team was to call out the importance of that dramatic public space at the corner that's going to serve as the restaurant on the ground floor. So, really the glass element that we're showing would feature columns, serves as kind of a beacon for the project itself.

The rest of the project, the multi-family, is designed to be really a series of overlapping forms, overlapping rectangular volumes, if you can imagine that. So, they're designed to basically have different materials that engage with each other in interesting ways. At the ground floor, we primarily have a composition of brick. It's a sand color brick so it's probably a little bit difficult to read that in this particular view.

The upper level is what you're seeing that looks like wood. It would be a wood look panel, it'd be a fiber cement panel. But, you know, we really felt like the warmth was really engaging in this particular site and yet had kind of a, I think there was a modern articulation that we were really interested in incorporating. Throughout that element, you can see I think these dancing vertical fins and we've used that to create a little bit more sense of, you know, playfulness across the facade. The other material that you see in the background is really more of a fiber cement panel, and that would be wrapping two sides of the interior courtyard as well as what you can see on this seventh floor here.

Here's the view from the north. Essentially, that parking garage that you see along St. James would be that sand-colored brick as the primary material. Again, you can see the wood-look cladding up above on that volume. The dark material in the foreground cladding that second floor of the parking garage overhang would be a dark fiber cement.

One of the things that was really important when we were meeting with the Design Commission was incorporating vertical fins into the openings into the garage. So, what you can see is that those openings, we'd originally started with a perforated metal and everybody felt that it was very important to really be blocking the view of the lights that you would see in the garage, and so these fins would be designed to allow for that.

Here we are in the elevations. So, again, we kind of covered the materials. Overall building height to the absolute highest point of the elevator overrun is at 85 feet which is below the allowable threshold for the B-5 District.

Then this is the Highland elevation. So, again, you can see the materials that we talked about. In the middle there where that shadow is cast, that would be where that amenity courtyard is occurring. So, there's actually a pretty substantial plane difference between these planes that you see in this elevation.

Then this is the elevation on St. James.

Landscape plans, we've included these. I think, you know, our landscape team put quite a bit of thought into that right-of-way on the St. James side because we knew that it was really important to warm up that facade through a series of foundation plantings and trees as well. Those trees are maple trees, beautiful red in the fall, provide lots of foliage a lot of the rest of the year. Similarly, a lot of care went into the Eastman side where we've incorporated decorative pavement per the downtown standards as well as some additional ornamental planting.

Then moving up to the third floor, there are a handful of planters that are really incorporated throughout that level as you could see in the renderings, and the landscape team has really gone ahead and already detailed these out. This page is intended to show what some of the variety of plant material would be throughout the site. So, you know, we're really trying to incorporate things that would provide seasonal interest so that you don't have things only blooming in May but that you would have, you know, throughout kind of the season a lot of different things happening.

I'll turn it over to Steve.

MR. CORCORAN: Thank you, Katie.

Good evening, my name is Steve Corcoran, C-o-r-c-o-r-a-n. I'm Director of Traffic Engineering at Eriksson Engineering Associates and prepared the traffic and parking study in your packet today.

We started out, we'll start with the traffic study. It's our typical traffic study. We went out and counted the cars at the intersections in and around the site. We had estimated how much traffic was going to be generated by the proposed use, basically added those two things together to see how traffic changes and patterns and do some analysis and develop some recommendations.

Up here we have two tables. The first table is basically the trip generation. We actually did the traffic study for 154 units, later on it got changed to 150, so we didn't change our analysis but this reflects a slight difference in total trip generation. But we're basically looking at about, a little less than a car a minute in the morning and then a little over a car a minute in the afternoon going to and from the site. Again, apartments are not a high trip traffic generators, and then the restaurant is more of an evening/weekend type of use.

On the site is two office buildings. We compared what our developments can generate versus what those offices used to generate, and basically we're going to regenerate a little less traffic than those two office buildings did in the morning and a little more in the afternoon.

We then looked at the traffic distribution where the cars are going to and from. Obviously there's three major roadways near the site, Northwest Highway to the south and west and southeast, we have Arlington Heights Road to the east, and we have Euclid to the north which then runs east-west. Northwest Highway is going to be the prime route serving this.

People head south either on Highland or they can take advantage of the traffic signal on Vail to get access to Northwest Highway or cross the tracks to downtown. Folks using Arlington Heights Road or Euclid to the east are generally going northeast, whether it's up Vail, across the easement, there's a couple of different routes they can take.

To go west or northwest, we expect most of them are going to go down to Northwest Highway because it's easy just to make the right on Northwest Highway, go to the signal at Euclid, and if they want to go further west on Euclid they can turn there under the protection of a signal or continue on Northwest Highway. We don't expect many but there may be a couple of cars that go west on St. James, it may be what their destination to go west on Euclid. But that's a more difficult movement because you either make an unsignalized left turn on Euclid which is not easy, or there's a signal there and you end up going through two signals instead of one via Northwest Highway. So, we don't expect much traffic there.

We assigned it to the road system. Again, just to and from the west on St. James, we're looking at maybe three or four cars during the rush hour going toward the neighborhood.

We did intersection capacity analysis, and due to the little amount of traffic, I'm not going to go through this table. There's very little change in the level of service or delay at any of the intersections we looked at in and around the intersection.

Oh, I did want to mention one thing. So, the other thing, one of our recommendations is currently Highland is one-way northbound through the site, it's actually being used, from our traffic counts we saw it's actually being used as two-way. It's too narrow for two-way but due to the little amount of traffic on it right now, it's actually being used as two-way. So, obviously one thing we did as part of this is we're widening Highland and making it a two-way road. We're going to put a stop sign at St. James for the people going northbound, and then it will have a southbound lane for the traffic to flow. That's based on, you know, discussions with Staff and the Fire Department. There was some discussion about potentially closing that access, but the Fire Department did not want, it wants that to remain open, so we kept it that way.

We looked at parking. First, as we always do, we looked at the Zoning Code and we meet your Zoning Code. It's simple enough, we need 161 spaces and we're providing the 224. So, that's the easy part.

We did do some additional analyses because of some concerns about parking, and I'm not going to go through them. But we looked at census data, we looked at national requirements, we looked at apartment complexes from the Arlington 425 site. We looked at those a little differently than they looked at them a few years ago, and we also looked at some other apartment buildings in the area.

The one thing we found is, you know, a lot of those developments generated anywhere from like 1.2, 1.3, 1.5 vehicles per unit, but when you convert it to bedrooms, it's one or less vehicles per bedroom. So, our development doesn't have as many bedrooms as many of those other comparable developments, and that's why we feel we're providing more than enough parking. The table on the lower left is kind of a summary of all our different sources. You can see our parking supply for just the residential at 201 has the most spaces per unit and spaces per bedroom than all these other sources. So, we're definitely providing more than enough parking.

We also looked at the on-street parking in and around the area, basically on Eastman, on both sides of Eastman, north and south, between Vail and Highland. There are 17 parallel on-street spots, they're two hours. We went out, I went out there and did

some counts in the evening and on the weekend and basically found one car. It's essentially empty for most of the time out there, and part of that reason is all of the neighbors have their own parking lots. The bank to the west has their own parking lot, AT&T has a small parking lot, the commercial development to the south of the retail store has a parking lot and they're closed I think at 4:00 anyhow, and then obviously the gas station doesn't even face us, but they have their own parking. So, unlike south of the tracks, the on-street parking here is highly under-utilized at this time. Then we also, you know, so those are available if someone wants to come and use the restaurant if they so desire.

Then, oh, I'm sorry, and then I forgot to mention there's two public spaces on Highland, the right-of-way, and Highland goes slightly north of Eastman, so two of the parallel spaces are actually public. Then we have nine north of that. Then of course we're right across the street from Public Lot S, 176 spaces, pretty full during the day for commuter parking and pretty empty in the evening to weekends except for use primarily by library patrons. So, there's always some evening parking available there if the need were ever to come. Thank you.

MR. CITRON: Thank you. My name is Bernard Citron, I'm with the law firm of Thompson Coburn. I'm going to stand up here momentarily and talk about a little of why we believe we meet all the standards under the ordinance that were both for the variations and for the planned unit development.

First, one bit of housekeeping. Marie Mulligan, our civil engineer, is present with us today if there's any questions. I'm not putting her up as a witness. All of her plans have been reviewed and approved by Staff. There are some changes that will ultimately be made at the time we come in for a building permit, but they've decided that we meet all the necessary standards for detention and utilities and made major changes with this project to do that. So, if there is any question, I'm happy to bring her up there.

When we look at this project, and Staff pointed this out in their Staff report which they're going to talk about I believe after I'm done here so I'll try to be real brief on this, is we have a planned unit development. Now, that's a basic requirement if you're going to do either a mixed-use or a residential project in the B-5 District. We have a variation to allow for tandem parking and we're asking for a density bonus for 10 units. So, I'll try to, oh, and we're also asking for, no, I said the tandem.

So, let me start with the planned unit development. When you look at the standards for planned unit developments, one of the things they look at is do you meet the underlying zoning, the B-5 District. That's one of the first things we want to look at, and the answer is yes, except for the need for that density bonus for 10 units. We're below the maximum height that's allowed in the B-5 District, and in fact as an argument to say that we fit in with the community, we didn't ask for an additional height bonus which a lot of buildings in your downtown area have asked for. So, we're underneath the maximum height of this building.

We have designed the building to have the least impact on the neighbors. Now, when you look at impact, you look at externalities. You look at what this building does to a community if anything at all. So, for instance, we have the additional setback along St. James, so that puts our taller portion of the building at the minimum 110 feet from any of the residences across the street. That's the minimum distance. So, we've added that additional 20-foot setback so that we can have as least impact as possible.

An externality would be a shadow, and you saw from the shadow studies that were done by Ms. Lambert that we have a very insignificant effect a couple of times during the year. Most of the year we have no impact on the neighbors across the street. Now, I

will tell you without getting too deep into the woods in terms of, I can't help myself, I'm a lawyer, so I look at case law, I look at all those things. I'm not going to argue case law here but there are some very famous cases which say that you can't really look at shadows and things like that, but nonetheless, the point is by setting this building back that 20 feet, we mitigated that issue.

We took other steps to mitigate any negative effects of this project. What did we do? We put the loading berth, okay, which is where garbage is picked up, which is where move-ins will come, we put it as far away from that Residential District and the houses across the street as it could conceivably and possibly go. It is at the far corner of our site on Eastman. We did that on purpose. We actually had another loading berth that originally was closer to that neighborhood to the west of us, and that was removed. So, we have the one loading berth and it's at the far back end of the building. So, again, we did that to mitigate any negative effects.

Finally, we moved the garage entrance. That was a suggestion by both Staff and the DRC, and we did that because, again, while we don't believe there is much traffic as evidenced, it's not a matter that we believe, there isn't that much traffic as indicated by the study that was done by Mr. Corcoran's firm and approved by the Village's own traffic consultant. We still wanted to keep any of those effects as far away from the residential as possible.

So, what you have here is a project that fits into the community. Number one, we meet the underlying zoning. Number two, it matches the concept plan for the downtown area. Now, we weren't in the study area as was pointed out by Mr. Hubbard in his report, but it's still within the downtown area and we meet what was called for which was a mixed-use development. That's what's called for here and that's what we are, except for that variation we're asking for in terms of how much commercial should be there, and I'll address that in one moment.

We have no negative impacts. Now, I'm sure we're going to hear that there's people who are going to be unhappy with this project, but the fact of the matter is we meet the underlying B-5 except for a couple of factors. So, I'm going to move on into a little more specific issues.

We're asking for a density bonus of 10 units. The site in and of itself would allow for 140 units. Why are we asking for that 10-unit density bonus? So that we can put 10 units of affordable housing on site. That's what your code asked for. That's the intent of the Inclusionary Housing Ordinance is to have the units on site. So, that's why we're asking for that.

Now, could we have put those units on site without the 150 units? No. The economics are such that we need those additional 10 units. Now, if we weren't granted those additional 10 units, would the project have changed significantly. Well, other than the fact that I've just told you that we couldn't build it, we couldn't afford to build it especially as this is a highly amenitized building that all of the tenants, the market rate tenants and the affordable tenants, will all have the benefits of those amenities, the building would still be what the building is. It would still be this height, it wouldn't really change.

So, the variation we've asked for meets the standard. It's the minimum variation that we could ask for, those additional 10 units. The 10 units don't put this building out of character with the neighborhood, again, within the B-5 District because the B-5 District allows for 140 units on this site. So, we're again meeting the standards that are here.

Very briefly, we can talk about the tandem parking spaces. Now, my understanding is this Commission and ultimately the Village Board has approved in at least two

other circumstances these tandem spaces, but we have to ask for the variation, we're asking for the variation. It's kind of like proving a negative. We're adding parking, we're not asking for a variation to give you less parking. We're asking for a variation to give you, or not give you but give the neighborhood and the Village more parking. We can do that because of the way the site lays out, because of the way the setbacks work on the site and we can add those spaces as tandem spaces, and because we have two-bedroom units in the property, it is valuable to have those additional spaces. Because our study shows, and the conditions that have been proposed by Staff is who can rent those spaces, and the fact is studio apartments can't rent two parking spaces, we're keeping those spaces for basically the two-bedroom units or the one-bedroom and den.

So, is that the minimum variation? The answer is yes, because we're adding parking. We could eliminate those spaces and all we'd have is empty space within that building, or on those floors. So, that's why we're asking for that variation to allow for the tandem parking spaces.

Now, that is one thing, I apologize, I didn't answer in addressing the PUD. But as Mr. Corcoran indicated, another externality is traffic, is what is the traffic going to do to the neighborhood? This property is located, and the studies have shown that we're going to have a de minimis additional traffic on St. James, and all the other traffic is going to go elsewhere. Now, whether we hear that that's true, not true, whatever, those studies have been approved including the traffic distribution by the Village's own traffic consultant. So, we're going to have a de minimis effect on traffic in the community, number one.

Number two, we've guaranteed that there is not going to be parking in the neighborhood across the street from us, because we have 201, well, actually we have more than 201 parking spaces, but we have 201 parking spaces for our tenants in the building. We went so far as to increase that significantly at expense to create more parking in the basement level. Plus, we have the parking spaces for the commercial use within Highland, and then there's also other parking, that none of it will affect the community to the north. So, that's another reason why we fit into this community, why we're not having a negative effect on this community because we have added this additional parking. That was the subject of much discussions with your Staff and with their consultants as to how much parking is needed here. Personally, I believe we'll end up having more parking spaces than we need, but nonetheless we can't come back, we can't change it, we're building 201 spaces in this building.

The last, I guess you would call it technically variation is the fact that the code requires, if you are building a residential building in the B-5 District, that I believe it's 50 percent of the ground floor? I'm looking at you, Sam, just to confirm if it's 50 percent or some --

MR. HUBBARD: There's no strict code requirement.

MR. CITRON: Okay, I apologize. But generally, it would be more than the approximately 3,000 feet that we're showing as commercial on the ground floor. So, we're asking for that. Again, it's hard to ask for a variation when there isn't a strict code requirement, but clearly Staff felt that this truly wasn't what you saw in other mixed-use developments in the downtown area.

The reason we're asking to only, there's a couple of reasons we're asking to only supply the 3,000 on the ground floor level, one of which is they have no negative impacts on the neighborhood across the street, because you wouldn't want to put necessarily commercial uses on St. James. You want to keep that as low intensity as possible. So, what do you see on St. James? You see a shielded parking lot at the lower level, and again, this is not a

parking lot like you'd see in the old days downtown where cars are coming and going and coming and going. You'd maybe see cars going in the morning and at night and that's about it. Then you have residential, so you're not having any negative impact by what we're designing there versus if you had commercial along St. James to make up an additional amount of commercial, it wouldn't fit into the neighborhood. It would be opposite to that standard, just entirely opposite.

We also have a situation, and I'm not telling you anything that anybody who walks downtown or in other areas, no, is commercial is being very challenging these days to lease up tenants. It's unfortunate. You're going to, unfortunately, we're all going to see various changes as to how we deal with that. So, we didn't really believe it was commercially feasible nor even that feasible for the community to even require us to put more commercial on that ground floor. You already have commercial spaces that should be leased that are located on major streets, major intersections and things like that. Plus, it would have affected our parking ratio. We would have needed to provide more parking or it would have taken up other parking that's there.

So, again, we believe that we've met the standards because it is part of the community, it is the least variation that we could ask for because we're still putting in this restaurant. On the other hand, the restaurant again, is about as far as it can be located on the site from the residential to the north.

So, in summation, and again, Mr. Hubbard's report when he does give it does support I think everything that I have put forward here now, we meet the standards for the PUD. We meet the standards for the tandem parking spaces. We meet the standards for the "commercial" or the less amount of commercial on the ground floor, and we meet the standards for the number of units in this building.

With that, our team is ready to answer any questions that the Commission may have. Thank you very much.

ACTING CHAIRMAN GREEN: Thank you. Before we move on, I have to ask, you've seen all the conditions that are laid out on this sheet. Do you agree with them?

MR. CITRON: Absolutely. A lot of those conditions initially came from our, for instance, the parking conditions started with the report that we gave to Staff as to how we would operate the parking lot. They took the report and added some, made some changes to that, added some conditions, and we agree with every one of those conditions that are there.

The same thing with the pool deck area. One, we located that buried behind that front portion of the building so there would be the least amount of impact across the street, and there were some conditions having to do with no music, no speakers, after a certain time. Guys, we're renting all the apartments around this. I mean, it sounds obvious, but if there was a lot of noise there, that would cause us a problem. So, it is to our best interest, our better interest to keep that area a little more low key.

That was a long way of getting to what should have been just a one word answer. Yes, we agree to all the conditions.

ACTING CHAIRMAN GREEN: It works, thank you.

MR. CITRON: Thank you.

ACTING CHAIRMAN GREEN: Sam, would you like to give the Staff report please?

MR. HUBBARD: Sure, absolutely. Good evening to the Plan Commission.

As you've heard, the subject property is at 116-120 West Eastman Street. That is within the B-5 Downtown Zoning District. It's classified on our Comprehensive

Plan as suitable for mixed-uses as it develops in the future.

The Petitioner is before you this evening for several issues. One, as you heard, they're requesting a PUD. All development within the B-5 District is required to develop as a PUD, so that is the reason a PUD is required and they have requested the appropriate PUD for a 150-unit multi-family residential development.

Additionally, as you've heard, they are requesting a land use variation for a primarily multi-family Residential District in the B-5. Sorry, a primarily multi-family residential development in the B-5 District, and I'll talk a little bit more about that later on in the report. Also, a conceptual special use permit approval is required for the restaurant proposed on the ground floor, and they are requesting two variations relative to density and to the tandem parking stalls as you've heard, and I'll talk briefly a little bit about both of those later on in this presentation.

The Petitioner has undertaken several actions to get them to the point they are at this evening. First, they had a meeting with the Conceptual Plan Review Committee back in July of last year. Generally, I would categorize the Conceptual Plan Review Committee as favorable. There were some discussion and questions about how the development would integrate on the east lot line being that it was proposed abutting the east lot line directly against the building to the east. There was a recommendation for a neighborhood meeting made by the Conceptual Plan Review Committee.

So, on August 23rd of last year, the Petitioner sent out, or held a neighborhood meeting. They sent out invitations to all neighboring property owners within 250 feet and held a neighborhood meeting to introduce the development to the surrounding property owners. According to the Petitioner, some of the key issues raised that evening were relative to traffic, the garage entrances, and the building height. So, based on that meeting, the Petitioner made some tweaks to their development plan, finalized their application to the Plan Commission and Design Commission, and submitted.

Subsequently, on March 13th of this year, they appeared before the Design Commission. The project was continued at that meeting to allow the Petitioner to address some additional design-related items. Then on April 12th of this year, the Design Commission recommended approval by a vote of four to zero subject to two recommendations for changes to the renderings and one requirement to tilt the direction of the louvers on the garage which you've heard about which the Petitioner has done to reduce the potential for headlight glare on the properties to the north and northwest.

Finally, on April 19th, the Petitioner appeared in front of the Housing Commission. They received a five to zero recommendation of approval. According to the Inclusionary Housing regulations, they are required to provide 7.5 percent of units as on-site affordable units. However, they do have the option of providing no less than five percent of those units as on-site affordable units, and then the remaining 2.5 percent would be accommodated as a fee in lieu of required on-site affordable units that aren't on site. The result of the Housing Commission meeting is that the Petitioner will be doing 10 on-site affordable units and will be providing a fee for the remainder. That 10 affordable units is slightly above that minimum five percent, so they will be doing the balance and difference as a fee in lieu of.

So, here's an aerial of the subject property. You can see it bounded in red. In analyzing the appropriateness of any PUD, we typically looked to several primary areas of consideration. We'll consider not only the proposed development in the context of the overall zoning regulations, Chapter 28 of the Municipal Code, but we also consider it in relation to the specific zoning regulations of the district in which that development is located. In this case, that's

the B-5 District, and we analyze how that development complies with the regulations of that district. We also consider the Comprehensive Plan and we consider any neighborhood or area-specific plans such as, in this instance, the Downtown Master Plan. Then of course we'll also consider the unique characteristics of the development site and the surrounding properties and how those are zoned as well.

So, relative to the surrounding properties on the north side of the development, you have some single-family homes and a small amount of two-family residences within the R-6 District to the north. Then also, you have the parking lot for the library, and then the library in the P-L District which is the Public Lands District. Farther to the north, you have some single-family R-3 Districts and some P-L Public Lands Districts. Immediately abutting the site to the east is the B-5 Downtown District. Farther east of that is some R-7 Multi-Family Residential and B-2 General Business District. To the southeast is a B-5 District that's a multi-family development of about eight stories in height. To the south is B-5, to the west is B-5, and then a little bit farther west of that is R-7 Multi-Family Residential.

So, the site is bounded on three sides by the B-5 Downtown District. It is bounded to the north by single-family homes that are in the R-6 District, multi-family District, as well as a parking lot in the P-L District. Again, this site is on the fringe of the downtown area but we consider this to be part of the downtown, that is in the B-5 Downtown Zoning District, and we expect that the neighboring properties in the B-5 District will redevelop at some point in the future compatible with that B-5 designation and what's shown on the Comprehensive Plan.

So, again, we take into consideration the designations on the Comprehensive Plan. That's the vision for future development of the Village. The site is designated as appropriate for mixed-use. You've heard a bit about the requirement in the B-5 District to have mixed-use developments. A residential development only is not allowed in the B-5 District, but we are comfortable with this predominantly multi-family use with the small bit of commercial on the ground floor.

To the north is moderate density multi-family and government classifications. Farther north, single-family and parks. To the east immediately abutting, mixed-use; farther east, institutional mixed-use; south, mixed-use; west, mixed-use; and then a little bit of high density multi-family farther to the west.

So, we did take this into consideration relative to the Comprehensive Plan designations and we found the project consistent with what's shown on the Comprehensive Plan. Again, this location is a fringe location but is part of downtown, is part of the mixed-use District, is part of the B-5 zoning regulations and district.

We also analyzed the development in the context of the Downtown Master Plan that was put together in 2007. It has a wide range of recommendations for developments within the downtown area. The plan does not specifically include the subject property if you see the graphic on this screen. The study area was bounded by the blue line in that graphic below for the Downtown Master Plan, the subject property is the red bounded site just on the outside of the study area. So, while the subject property was not included within the Downtown Master Plan, it does further several of the goals of that plan such as promoting the diversity and concentration of uses in the downtown core, creating a quality pedestrian environment, and strengthening the downtown's residential base by encouraging additional residential development.

Additionally, while not specifically part of the Downtown Master Plan study area, because these sites on the northwest side are the only sites in the B-5 District that are

outside of the study area of the Downtown Master Plan, the plan did include some recommendations for these fringe areas relative to height and recommended height be allowed between 70 feet and up to 100 feet with density, I'm sorry, with height bonuses. The Village never ended up adopting code changes to require that, so that stands as just a recommendation of this plan. But we do believe that given those recommendations, the proposed development is compatible with the Downtown Master Plan.

There were five key areas that we chose and looked at this proposal under the perspective of. Those related to the proposed use and there was a land use variation required, building height, density, traffic, and the adequacy of the parking supply.

So, relative to the use, you've heard the, and I touched on it briefly, the B-5 District requires mixed-use developments, only allows residential uses when they're on top of ground floor commercial. At only about six percent of the overall ground floor area, the Planning Department did not feel like the ground floor restaurant was substantial enough to qualify this as a mixed-use development. So, it does require a land use variation to allow for predominantly multi-family residential development in the B-5 District.

We are supportive of this land use variation for many of the reasons that you've already heard. It keeps the commercial on the southern end and away from the northern end of the site which is in closer proximity to those single-family homes to the north. The site is somewhat unique in that it's two outdated office buildings. Office occupancy is not in demand at this time. Vacancies are a trend in the office market. So, we do feel like the unique situation on the site with the outdated office buildings is a unique situation, and we don't find that multi-family uses will represent a threat to the public health, safety, or morals or the general welfare of the people working in the vicinity.

So, we are supportive of the land use variation for that predominantly multi-family building and recommending approval. Additionally, it's worth mentioning that a special use permit will be required for the restaurant in the future or a special use permit waiver. So, that will give the Village a little bit of oversight prior to allowing occupancy of any restaurant in that space.

We did believe that the site was sensitively planned. Again, as you've heard, the garage entrance was shifted several times resulting in its present location farther south away from the some of the single-family homes to the north, the location of the loading zone, the location of the pool deck not centered on the north side and slightly shielded by the building, the active uses of the building concentrated on the southern side of the site. So, we do feel like the Petitioner has done a good job of sensitively designing this development to take into consideration the context and surrounding land uses.

Relative to building height, we evaluated the proposed 82-foot tall structure and we are supportive of that building height for several reasons. First, as I explained, you have to take the building height into account given the context of the Zoning District and the regulations within that district. The B-5 District allows 90-foot building heights by base allowance and up to 140 feet with the height bonuses. At 82 feet, this building did not take advantage of any of those. It's a little bit shorter than the maximum allowable height in the B-5 District, and so we believe the height to be acceptable.

We also took it into consideration relative to some of the other multi-story mixed use buildings in the B-5 District. You can see a list here of some of the heights. At 82 feet in comparison with some of these other buildings, this structure is actually on the shorter side I would say of the other mid-rise mixed-use buildings in Downtown Arlington Heights and in

the B-5 District. So, we found that the Petitioner took into consideration the surrounding neighborhood in the design of the height. Furthermore, it's consistent with the goals of the Downtown Plan as I already touched on. Additionally, as you've heard, the building is set back from that north property line so only the first two floors are built right at the north property line, and then the remaining seven-story portion of the building is 20-foot set back from that north property line. So, we were comfortable with the proposed building height and we felt it was acceptable given this location.

When it comes to density, a density variation is required based on the lot size. About 140 units could be built on this site compliant with the B-5 regulations. 150 units have been proposed, that's a 10-unit density increase. The Inclusionary Housing regulations of the Village do allow a density bonus and grant, essentially do grant that density increase at a one-to-one ratio. So, for every on-site affordable unit provided, the developer qualifies for a one-unit market rate density bonus. So, the proposed density variation is compliant with this Inclusionary Housing regulation provision for the density bonus.

In comparison to some of the other developments in downtown, the Planning Department acknowledges that this development would be definitely on the denser side of the developments in the downtown area but within the range of what has been approved and constructed in the past. Arlington 425 was originally approved at 131 dwelling units per acre in comparison to the 150 here. Dunton Tower is at 142 dwelling units per acre. So, again, this is within the range of what's acceptable.

Density doesn't necessarily, isn't necessarily a bad thing. In fact, I think it can be really appropriate in certain areas where there are the required infrastructure and it doesn't create a strain on services. The downtown area is built out to accommodate higher density developments and it is one of the areas in the community that can accommodate and is appropriate for high density developments. So, simply, the simple fact that this does include 150 dwelling units and is a high density development isn't necessarily a bad thing. We believe there are services and infrastructure to accommodate for those externalities, and at the same time it also accomplishes the goal of the on-site affordable housing units. So, we are supportive of the requested density variation.

We'll touch on traffic. You heard about the comparison to the estimated traffic if the site was to be occupied entirely under the office buildings that are currently on the site. So, the traffic generation rates are generally comparable. You've heard about the directional distribution and where traffic is mostly going to be coming and going along east and west Northwest Highway.

Intersection and capacity analysis. None of the intersections studied were at a low level of service. The lowest was a level of service C moving in the future, that's the Northwest Highway and Highland Avenue southbound approach. A level C service is really nothing to, is really not a bad level of service. It does provide decent travel movements for a minor leg approaching a major arterial like Northwest Highway. This is a pretty, you know, good level of service so we're not concerned with the traffic generation for the development.

Last, I want to touch on the parking. We looked at parking kind of three different ways. We first analyzed it relative to what code requires, then we looked at it relative to what the Institute of Traffic Engineers (ITE) projects for what a parking demand would be for this type of development, and then we compared the parking supply to the parking supply of similar developments throughout Arlington Heights in the suburban Chicagoland area to make sure that this was in line with what see demand to be locally.

Relative to code, as you can see by the chart below, there is a significant surplus relative to code requirement, so there wasn't an issue on the code side. Relative to ITE, the traffic consultant projected or used ITE to project the need or demand for about 179 parking spaces for the residential tenants. There will be 201 parking spaces reserved and dedicated within the garage, so that should be sufficient from an ITE perspective to cover the demand of the apartments.

Relative to the restaurant, the ITE predicted demand to be between 21 and 53 parking spaces at peak times. We think the 53 is probably a little bit too high, overly generous. We don't expect there to be a peak demand of 53 parking spaces, but we do acknowledge that there are nine on-street spaces on the west side of Highland that the development can use. There are 14 spaces on the east side of Highland on the subject property that the development will use for commercial parking, and there are about 19 spaces along Eastman and Highland for commercial uses. So, that equates to about 42 spaces to accommodate for peak commercial demand, and we think that that's probably suitable to accommodate expected peak demand.

The last thing we looked at was specifically relative to parking for the residential uses within the building. We asked the Petitioner to analyze data for a bunch of similar multi-family rental developments within the suburban Chicagoland area, specifically in downtown locations, and the Petitioner did. They collected data from several different developments throughout Chicagoland, including Evanston, Des Plaines, Streamwood and other communities. They found that parking for residential uses was provided at about 1.2 parking spaces per unit.

A lot of these comparable examples, Staff felt like, were not in the immediate vicinity, so we asked the developer to further refine that data and hone in on specific developments in Des Plaines and Mount Prospect and Arlington Heights. Based on that, they found that demand to be about 1.3 parking spaces per unit. The Village historically has found demand in the downtown area to be about 1.3 parking spaces per unit, and this is consistent to what the Arlington 425 development was recently approved at in the downtown area. So, this is consistent with what we've been seeing recently and consistent with other projects in the downtown.

We worked with the Petitioner to provide the parking and they were able to get up to a parking ratio of 1.34 parking spaces per residential unit. We feel like this is acceptable to accommodate demand, but we are requiring several conditions because there's those tandem parking stalls. We are asking several conditions to be included to manage the parking just to make sure that they are able to get up to that 1.3 parking spaces per unit while also including the tandem spaces in the development. So, we are supportive of the parking. We do believe that at 1.34 parking spaces per residential unit, this should be accommodating the expected demand.

We are supportive of this project. We are recommending approval of the application. There were 21 conditions outlined within the Staff report. I don't want to go through each and every one of them individually, but I can if the Plan Commission is interested, but we are supportive of the application and recommending approval.

ACTING CHAIRMAN GREEN: Thank you, Sam. That was a most excellent report.

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

COMMISSIONER ENNES: I'll make that motion.

COMMISSIONER CHERWIN: I'll second.

ACTING CHAIRMAN GREEN: All those in favor, say aye?

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: All those opposed?

(No response.)

ACTING CHAIRMAN GREEN: It's in there. We're going to start with any initial questions that you, Commissioners, might have before we open it up to the public. I think that's the way we've been handling it.

Is that acceptable tonight? Any initial questions? Joe?

COMMISSIONER LORENZINI: No.

COMMISSIONER CHERWIN: I would ask Sam one question. You've talked a lot and you've gotten a drink of water. You good?

MR. HUBBARD: A few, yes, thanks.

COMMISSIONER CHERWIN: Special use permit, you guys are saying they need to come back for a restaurant. What are you, I mean, you know, if we're here today and we know a restaurant is going in there, you know, the site is king of locked into what it is. We're not talking drive-throughs, we're not talking really anything. Why are we not just saying if this thing gets approved, it gets approved for a special use permit with a restaurant now?

MR. HUBBARD: We potentially could have done it, but we would have needed all the details on the restaurant such as, you know, when it's going to be opened, how many employees, what are the hours of operation, you know.

COMMISSIONER CHERWIN: So, you can't like set parameters? Oh, wait, maybe the Petitioner doesn't even care, maybe they don't want to know. I guess it's not a big deal.

MR. HUBBARD: I mean, I would expect that the restaurant is going to qualify for what's called a special use waiver for a restaurant.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: So, it's probably not going to have to come to the Plan Commission. The only reason I would imagine it coming to the Plan Commission is if we felt there was some characteristic about the restaurant that was so potentially impactful that it needed review by the Plan Commission. Maybe it's a 24-hour restaurant.

COMMISSIONER CHERWIN: Understood. Okay, that's good, thank you. That's all.

ACTING CHAIRMAN GREEN: Is that it?

COMMISSIONER CHERWIN: Yes.

COMMISSIONER SIGALOS: Sam, I have a question. Of the number of conditions, the sheet I have here is General Conditions 1 through 6(a) and (b), then it jumps to Building Related 16 to 21. Would I be missing conditions 7 through 15?

MR. HUBBARD: Good point. I think that was a typo on the motion sheet. I can pull them up, I mean, they're the same ones that were on the Staff report. They're the same ones that --

COMMISSIONER SIGALOS: Right, I just want to make sure that Petitioner is aware of it.

MR. HUBBARD: Yes. Yes, all 21 conditions are the same ones from the Staff report, yes.

COMMISSIONER SIGALOS: Thank you.

ACTING CHAIRMAN GREEN: Anything else?

COMMISSIONER SIGALOS: That's all I have, right.

COMMISSIONER ENNES: I have a couple of questions. One for Ms. Lambert.

Ms. Lambert, what is the setback on each side of the property? I'm a little confused about that --

MS. LAMBERT: So, essentially --

COMMISSIONER ENNES: -- from the building edge to the lot line.

MS. LAMBERT: Close to zero on Eastman, St. James, and variable on Highland essentially. The 20 feet that we were noting on St. James which is maybe what was confusing was applicable to the residential floors above the parking garage. So, those are set back 20 feet, but --

COMMISSIONER ENNES: Okay.

MS. LAMBERT: -- the building at the garage is basically a zero-foot setback.

COMMISSIONER ENNES: That's an intense development. I mean, we have three sides with zero lot line. Why are we doing that? We don't allow that.

MR. HUBBARD: Well, the B-5 actually does allow zero lot line developments, yes. It's the only district.

COMMISSIONER ENNES: I mean, it's an intense development. There's 40 parking spaces for the restaurant?

MS. LAMBERT: 42, correct.

COMMISSIONER ENNES: Okay, is there other commercial, what's the other commercial development in the property? Is it just the restaurant?

MS. LAMBERT: Just the restaurant, correct.

COMMISSIONER ENNES: Just the restaurant, okay. Then all of the other parking spaces for the residents are interior spaces?

MS. LAMBERT: Correct. Aside from the 42, the 201 are all garage spaces. So, behind a closed garage door essentially.

COMMISSIONER ENNES: Okay, there was a comment made about the fact that the traffic from this development will not be anywhere near as intense as what was in the office building. I'm wondering from what point in time with the office building. It's been vacant or terribly vacant for a while.

I mean, how many office suites were in those two buildings? Not very many. It's three-story. How many office suites were in the, there's two office buildings that are there.

MR. CORCORAN: I don't know. I just know the total square footage of the two buildings I believe is like 55,000 and change square feet. That's how ITE does their calculations, it's based on square footage for office buildings.

COMMISSIONER ENNES: So, how many cars were you estimating was there for those spaces? I mean, if the 150 units which are going to have one to two cars per unit, how does that compare with what was in the parking lot? I've got to imagine the traffic is going to be heavier with the proposed development than it would from the office building.

MR. CORCORAN: Well, actually it's not going to be one or two cars per unit. It's, like I said, it's going to be like one car per bedroom. So, we're talking about 1.18 vehicles per unit. So, and then remember, some of those units, some of the people are obviously going to take advantage of the location.

COMMISSIONER ENNES: Sure.

MR. CORCORAN: Leave their car in the parking lot and just literally walk the two blocks to the train station.

COMMISSIONER ENNES: I understand.

Sam, do you know how many parking spaces were on the existing office building property?

MR. HUBBARD: I don't know.

COMMISSIONER ENNES: I mean, I go by there to go to the bank all the time and there aren't very many parking spaces there.

MR. HUBBARD: They may have some interior, I'm not sure.

COMMISSIONER ENNES: No interior, I don't think. Okay, that's all I have for right now. Thank you.

ACTING CHAIRMAN GREEN: Anyone else?

(No response.)

ACTING CHAIRMAN GREEN: Well, I think we're going to open it up to the public would be the procedure here. We're going to start on, let's say this side of the room. We can start in the front. Let's, hold on, hold on, sir. I usually start in the front. Okay, now you're in the front. There you go, why don't you step up?

MR. GAYNOR: That would be a great idea, thank you so much.

ACTING CHAIRMAN GREEN: And give us your name and spell your last name for the court reporter.

PUBLIC COMMENTS FOR PC# 23-002

MR. GAYNOR: Yes, greetings. I'm Tom Gaynor, G-a-y-n-o-r. I live at 208 West Fremont. I'm a 41-year resident of HANA and currently serving as the HANA board president.

MR. HUBBARD: Excuse me, if I could interrupt one second. The HANA Association has a presentation they have prepared. They're willing to go through it person by person a couple of slides, but I just wanted to, is it okay if I bring this up on the screen? I wanted to run it by the Chair and make sure that --

ACTING CHAIRMAN GREEN: Sure. Sure, I think, yes.

Any objection to that?

COMMISSIONER ENNES: No, just tell us what HANA is.

ACTING CHAIRMAN GREEN: What is HANA first?

MR. GAYNOR: So, HANA is the Historic Arlington Neighborhood Association. So, let me see if this works.

So, here is the boundary. So, HANA consists of 625 households and contains most of the historic properties in the Village. I'm currently here today with members of the HANA board and neighbors from the HANA triangle. The HANA triangle is the triangle right north of the proposed project.

So, HANA has enjoyed a long-standing, collaborative relationship with the Village, starting over 40 years ago and continuing with the creation of Festival Park. This self-declared Historic District demonstrates the ongoing collaboration. The Eastman project has the potential to be a welcome improvement over the vacant buildings on the site. A quality development and investment would be beneficial. However, this project could really have a

detrimental impact on the community. It's important to get this right.

So, we're fortunate in Arlington Heights to have a thoughtful approach to development that looks beyond just zoning and codes. Projects need to address essential character, unique circumstances, alignment with the spirit and intent of the Comprehensive Plan, and minimum variance. With these considerations in mind, the development as proposed has significant opportunities for improvement.

The proposed design is maxed out for a financial return, maxed height, maxed number of units, zero lot line setback on three sides, and substandard design elements. Fortunately, the Village is financially solid and can consider a balanced approach. Let's look at some of the key concerns and opportunities.

The proposed building would tower over the homes in the HANA triangle. This project would be the only high-rise in town that is directly south of a residential neighborhood. At noon on Christmas, this 90-foot building would cast a 198-foot shadow.

The zero setback on St. James, it's not 20 feet, it's zero, does not provide the gradual step-down from the CBD to single-family homes and prohibits any landscaping. The zero setback with the AT&T building creates an awkward situation with nearly touching buildings.

The first two stories are an open parking structure. An enclosed underground garage would solve all of the noise and light pollution issues discussed at length at the Design Commission meeting. The exterior design is not aligned with the brick and natural stone construction used throughout the CBD. This design would be fine if built next to IKEA in Schaumburg, but it is not in keeping with the essential character of our community.

The project should do no harm to the adjacent neighborhood. Thoughtful consideration is needed for traffic, parking, safety, noise and neighborhood character. For example, traffic on Highland should only head south to avoid headlights lighting up the bedrooms and living rooms of our 100-year-old homes. We would like to be able to welcome this development to our neighborhood, but as currently proposed, the HANA community does not support this project. The project is just too much.

A building of four to five stories with increased setback and underground garage would be a much better fit for the Village and our neighborhood. We welcome the opportunity to continue to collaborate to make this project as good as it can be. We urge you to not approve the project as proposed. Thank you for your consideration.

ACTING CHAIRMAN GREEN: Thank you.

MR. GAYNOR: I'll leave that. I like the good neighbor part.

ACTING CHAIRMAN GREEN: Okay, moving right along, I guess we're going to just come up as you want.

MR. GAYNOR: We have a plan.

ACTING CHAIRMAN GREEN: It's fine. Fine with me.

MS. COUGHLIN: Hi, thank you. I'm Elena Coughlin, C-o-u-g-h-l-i-n. I have been an Arlington Heights resident for 32 years, which is my entire life. I'm a local Kindergarten teacher.

First of all, I want to start by saying thank you that we have such a thoughtful Village who has taken so much consideration when planning out our beautiful Village, downtown and surrounding areas. My husband and I invested everything we had in a 100-year-old house on Fremont Street and only did so because of the character of the neighborhood. My neighbors and I are here tonight to ensure that this project aligns with the character of our

beautiful neighborhood along with the Comprehensive Plan for Arlington Heights.

The Comprehensive Plan states the development should take into consideration the character of the existing neighborhood, site layout, relationship to adjacent homes, bulk and massing and use of materials. When it comes to the vacant building on the residential street in our neighborhood, how you can develop this space and how you should develop this space are two very different things.

The proposed Eastman project directly affects approximately 40 homes in the neighborhood with an estimated collective investment of $20 million to $25 million. This project indirectly affects the entire Downtown Village of Arlington Heights, especially the north side of the tracks which we can all agree needs some sprucing up. We are not opposed to sensible urban development but it needs to be in keeping with the already beautiful downtown and surrounding neighborhoods that we have.

A picture is worth a thousand words so I'd like to take you on a quick walk through our neighborhood which we are so proud of, along with the historic landmarks that will forever be impacted by this project. The majority of the residents who live in these houses are here to speak to you tonight or have sent their notes in ahead of time.

This is our Memorial Park which is a tribute to the veterans. Here is the Historical Museum and the grounds. Here is the multi-family housing in the triangle which our neighborhood already supports. Then here is just a sample of the historic single-family homes, and you can see they have been around for a long time.

Okay, here is a picture of the Asa home which is directly across from the Eastman project, looking into the parking structure on the first floors. Granted, architectural beauty is in the eyes of beholder, but anyone with common sense can look at this building next to the Asa home and see that the design is a fish out of water. The contrast in height between this building and the single-story home across the street is absolutely startling.

This project needs to be reworked to physically fit in with the precedent that has been established by our beautiful Village of Arlington Heights, specifically this cherished historical neighborhood. There are many aspects of this project that need to be addressed such as the lack of setback, the aboveground parking structure on a residential street, and the overall height and density. Does this project as currently proposed take into consideration the character of our existing neighborhood? We don't think it does.

Let's look at a different approach the same company takes when designing a building in Downtown Barrington where Mr. Taylor currently lives. Compasspoint astutely designed a very aesthetically pleasing building, and Mr. Taylor is quoted in the Daily Herald saying we have a cute and quaint downtown. We aim to enhance what is already currently here. The height, design, density and overall feel of this structure would be a much better fit for our neighborhood and our Village in contrast to the inappropriate building that is currently proposed. We are here to ask our thoughtful Plan Commission to work with Compasspoint on a project for the Eastman land that will also aim to enhance what is already currently here in the neighborhood.

We appreciate your time and listening to the concerns that I mentioned, and the more specific concerns that will follow with the neighbors tonight on the Eastman project. Collectively, we are excited for urban development, but we want to make sure that it fits in with the neighborhood that it will be directly placed in. We are looking to protect our greatest investment. We take great pride in our homes, our neighborhood and our Village. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Sam, I have just a question that might help some of this. This B-5 Zoning across the street, how long has it been zoned that way?

MR. HUBBARD: The subject property?

ACTING CHAIRMAN GREEN: Yes. I mean, the whole downtown area has had a higher density B-5 type zoning, or I know we've put it for a B-5, but what has this property been and for how long has it been zoned that way?

MR. HUBBARD: I don't know the specific history, but I can say for decades.

ACTING CHAIRMAN GREEN: Decades.

MR. HUBBARD: Yes.

ACTING CHAIRMAN GREEN: Okay, and so I would like to ask the lady that was just up here, when you bought your house, were you aware that the property across the street was a higher density downtown zoning?

MS. COUGHLIN: Yes. Didn't think it was quite that.

ACTING CHAIRMAN GREEN: So, you're just hoping that it wouldn't be developed? Is that, well, the zoning that is going on here now has been on the books for decades.

MR. HUBBARD: If we're going to go back and forth, should we call the Petitioner up maybe?

ACTING CHAIRMAN GREEN: Yes, let's call the Petitioner up, or whoever wants to speak for her, come up to the podium, give us your name and spell it, please.

MR. STAAR: My name is Jacob Staar. My last name is S-t-a-a-r. I live at 208 West St. James.

Our residence on our block, the five houses, is right now apparently R-6 and we're going through a rezoning with the Village because our properties that are all single-family are supposed to be multi-family with R-6. We're going through the current rezoning of that right now with the Village.

ACTING CHAIRMAN GREEN: Correct.

MR. STAAR: So, the current property on Eastman is a 35-foot building, one has been abandoned for about eight years and one has limited offices that are used probably at 25 to 35 percent capacity. It's a dental office, was a dental office and a therapy office.

ACTING CHAIRMAN GREEN: Okay.

MR. STAAR: Actually, no, on therapists, they had been working out of their office since COVID, so for the last three years they have not been there. There's about 20 cars at max per day from that building.

So, I have been in that property for about a decade and there has been very limited use of the south building. The north building has had a couple, but the south building has been vacant. So, yes, it was R-6, or it's a multi-family and it's zoned for that, but when we went to purchase a decade ago, there was no high flow of traffic or dense project and it could be on us as a consumer buying houses in Arlington Heights not looking at the zoning of the neighborhood. But when you see a 35-foot building, you assume it's going to stay around that, the development, not almost triple with the new build that they're going with the zero setback.

ACTING CHAIRMAN GREEN: Okay.

MR. STAAR: As an assumption for when you bought the house.

ACTING CHAIRMAN GREEN: As an assumption, but what I'm saying is things change. You've given me the history of a delinquent property that hasn't had people, no

use for years now.

MR. STAAR: And that is --

ACTING CHAIRMAN GREEN: I get it, you just wish it would stay that way, but I'm sorry --

MR. STAAR: I don't wish it would stay that way, I wish it would be developed.

ACTING CHAIRMAN GREEN: And it is.

MR. STAAR: But to a point that fits our community and our housing.

ACTING CHAIRMAN GREEN: Okay, that's your opinion and everybody has an opinion on this property.

MR. STAAR: So, we're going way out of turn, but I have something I'd like to read.

MR. HUBBARD: If I may, let's get through all public comment before we --

ACTING CHAIRMAN GREEN: Okay.

MR. STAAR: Could I go through what I had prepared since I'm up here?

ACTING CHAIRMAN GREEN: Sure.

MR. STAAR: So, I would like to talk about traffic, okay. My name is Jacob Staar, I live at 208 West St. James with my wife and my two kids. I have a four-year-old and a three-year-old. As you know, these lots are a little bit smaller than your normal lots. My lot is 50 by 132, okay.

My kids like to use our driveway, our front yard. I have a great front porch, about a 36 by 10 front porch. We sit on it, we enjoy it. You'll find me and my wife out there a majority of the nights after a long day at work, having a drink, relaxing, enjoying our neighborhood and saying hi to our neighbors.

My kids like to play in our front yard with our neighbors next door which also has three young boys. They play soccer in the front yard because our backyards aren't big enough. The lots are small so we utilize what we have, okay. So, across on St. James, there are five children under the age of 10. So, that's how we utilize our lots.

So, I've been there for a decade. I've put a ton of money into my house, more than my purchase price, on remodels and upgrades to try to keep up with Arlington Heights because I like it there. In 2018, I decided to add a second floor, a second story dormer on my 100-year-old house. This Village Board made me fireproof my dormer because my setback was only 3.5 feet from our property line on a 100-year-old house instead of the five feet with the condition that my neighbor's house who has a duplex with about 100 feet of yard between my house and their house because their property line, somebody could buy their house, knock it down, build a house and that house could catch fire, I had to fireproof my house for that instance. So, the Village itself set that standard, and that increased my project total about 10 percent.

So, with that increase there, what we're asking in the neighborhood is how are you guys going to guarantee that our children are safe or that all of the flow of traffic doesn't exist on St. James? Because I know how he liked to say it, oh, they'll probably go to Northwest Highway, they'll probably use the train. That's not a guarantee, that's not proven, that's not there. The traffic study that was done was done January of 2022, the peak of Covid.

So, in January there's no Farmer's Market, there's no Al Fresca. The lot was probably at a 10 percent use. There's 172 spots at the end of the block and his 201 spots are used and they're daily used, and then the 42 spots from the restaurant are daily used, and

they all decide Northwest Highway is too hard, it's easier to cut on St. James to go to Vail, to go to Chestnut. What does the Village do to guarantee that the neighborhood is not going to flowed with traffic? What can they do? What will they do? Because I had to increase my project cost for a hypothetical house being bought, built and burnt down. So, that's where we stand.

ACTING CHAIRMAN GREEN: Okay, so just to answer your question, these are Village codes for the life, safety and welfare of all the citizens. So, you're arguing a Village Building Code requirement and so we're just trying to keep this within the realm of what we're talking about tonight here.

MR. STAAR: I understand.

ACTING CHAIRMAN GREEN: So, I hear your concerns, and we'll go through all the comments and then we'll address them all, I'm sure.

MR. STAAR: On your aspect, you asked me when we bought the house did we know it was zoned for this area and the hopes that we didn't have it redeveloped. Okay, so when my house was built 100 years ago, what was the Village code? Was there a five-foot setback? Did I have to increase my cost on my project because of a Village code a hundred years ago? So, you're asking me --

ACTING CHAIRMAN GREEN: Okay, we're going to have to move on with this because we're talking Village Building Codes here and tonight we're addressing zoning.

MR. STAAR: Okay, zoning. So, for density and all that, I had to change my project because of how my property was built and zoned 100 years ago. You asked earlier, the R-6, or the B-5 is it?

ACTING CHAIRMAN GREEN: B-5.

MR. STAAR: Zoning, so it could be redeveloped decades ago. The building I think was built in 1966. So, was the 1966 B-5 the same height that it is currently today or have you guys changed it since 1966?

ACTING CHAIRMAN GREEN: Well, I haven't changed anything. Sam? A B-5 requirement is still a B-5 requirement.

MR. STAAR: Is it the same that it was in 1966?

ACTING CHAIRMAN GREEN: I'll get you the answer.

MR. HUBBARD: I don't know what the height limitation of the B-5 District was in 1966.

MR. STAAR: Well, that is, because like if we're going to go say you guys should have realized it was zoned, then you need to realize what it was zoned in 1966.

ACTING CHAIRMAN GREEN: Okay, let's get done with the comments because we'll never get through this tonight and we do have a timeframe that we usually put on comments so this doesn't drag on for days. So, if there's anything else? Thank you.

MR. STAAR: Well, I would like my question to be answered.

ACTING CHAIRMAN GREEN: We'll get to them. We're going to take in all the comments, and then we'll get back to your questions specifically.

COMMISSIONER ENNES: Commissioner Green, you asked me the question before. 40 years ago when I started my business, I went into the existing office buildings on that property and they were in horrible shape 40 years ago. So, that property has been rundown for a long time, and if you said it was built in1966, that's pretty reasonable.

ACTING CHAIRMAN GREEN: I would agree, thank you.

MR. LINDGREN: Hello there. My name is Jay Lindgren, L-i-n-d-g-r-e-n. I'm a 10-year resident of HANA. My wife and I have three boys, the boys that Jacob Staar just

mentioned. We live next door to Jake and here's the view of my residence as opposed to where the new build would be on the north side.

Among the many issues my fellow neighbors have brought up, I'd like to focus again on traffic concerns. I originally had this estimated at about 150 cars, but new evidence is showing that it's going to be about 200-250 cars joining the block, a block that is already dealing with constantly packed commuter lot, not something that was done in January of 2022, a constantly growing and ever-flowing parking lot which today was overflowing, including the library because of traffic and redoing the upper parking lots just off the track today. So, again, I don't want to focus on stats too much but there's hypotheticals, there's traffic studies, and there's reality, right? We live there, we see the most intense times and I just wanted to bring that to the Committee today.

It's frightening for the safety of my nine, seven and two-year-old, Jakes four and two-year-old, and the other kids who live along St. James, Chestnut, Fremont and all around HANA. These are the same kids that walk to the bus, taking St. James, taking Chestnut, taking Fremont. So, I just want to put this in front of the Committee that I have major concerns, maybe not in your normal non-commute hours but, you know, when there's an event at North Park, when there's an event at the library, when they're doing the Farmer's Market. If you add 240 more parking spots, 400 more residents, you're going to have high traffic. You're going to have safety concerns. So, I want to put that in front of the Committee today to think about.

In addition to these safety concerns, the impact to the neighborhood character comes into play as well. With many more cars, it means a massive uptick in car headlights coming into our neighborhood, especially if they're going to exit on St. James. This is my neighbor's point of view from their front yard, almost the front window. As you can see, if somebody is coming up Highland, they're going to see everybody driving that street every single day, in the winter, having dinner at their table, or us as neighbors sitting on our front porch or eating in our backyards. So, there are concerns to think about, for all of us on St. James of course.

There are many ways to alleviate the concerns I think that HANA has and the homeowners that are here tonight. I would like the Committee to consider limiting these traffic impacts to our neighborhood with an open mind. I want to make clear I am not against the advancement or the development. But as my colleagues and my neighbors have said, it would be best if it was in, you know, the spirit of what's good for the neighborhood, not just what makes the most profit and brings the most money to our town. I think our town had a surplus just last year. So, I'd like you guys to consider what that means in terms of blending in to the neighborhood, especially a historic neighborhood that's been around for many, many, many years.

ACTING CHAIRMAN GREEN: Thank you.

MR. GAVIGAN: Hi there. My name is Ryan Gavigan, G-a-v-i-g-a-n. I'm also a HANA member. My wife and I have a five and two-year-old that live on 407 North Chestnut. It's just around the corner. It's a 104-year-old single-family home.

My family is close with all of our neighbors. My two and five-year-old regularly run and down the streets of St. James and Chestnut, playing with other neighbors, and that's something that we feel we can do safely today.

The traffic study that was performed in January of 2022 was performed during the Omicron outbreak and which caused traffic to be at an all-time low and is not an adequate representation of traffic today or five years from now. For comparison, Metra

ridership on the Union Pacific Northwest Line was at 15 percent of pre-pandemic ridership in January of 2022. Just from January 2022 to 2023, Metra ridership has tripled on this line, meaning that parking in the St. James and Vail parking lot has also most likely tripled in that timeframe and will continue to rise as more and more offices return to the office setting.

The study was also performed in January which does not include traffic from great events like the Farmer's Market and Arlington Al Fresca. Only a five percent adjustment to this data is not an adequate representation of traffic today or for the future of this area. No justification was provided for the traffic report on why a five-percent adjustment was appropriate for adjusting from pandemic conditions. Furthermore, the increase in traffic and the 224 cars from the parking garage and their guests provides a significant safety risk for the families in the area. St. James and Chestnut are used today as cut-throughs for people avoiding stoplights, and speeds regularly exceed posted speed limits.

Due to the abnormally high density of this project, closing or limiting the access from Highland to St. James seems to be a very low cost solution that would significantly reduce the risk and I hope it's a solution that the Commission will strongly consider. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MS. DEVINE: My name is Eileen Devine, that's spelled D-e-v-i-n-e. I live at 201 West Euclid, so I could do a traffic study as you all know. I've been a resident of HANA for 37 years. My children were raised and nurtured by my neighbors on Fremont. Our backyards join together, and so also the threads of our community and our neighborhood.

Compasspoint proposes a seven-story residential and commercial building that will loom over our neighborhood of single-family homes, townhouses, two flats, and three-story apartment buildings. We have apartment buildings. 150 units, whoops, I've got to get to my slide, I have it marked right here and I don't want to disappoint you. All right, okay.

150 units, approximately 200 people, 150 cars, and 50 dogs. Compasspoint and HANA residents are here for the same purpose, to protect our investments. Our brick, clapboard, stone homes have been restored with lots of love, sweat and tears. Our area was built by visionaries, and it's our duty to enhance what's already currently here.

The Village of Arlington Heights recognizes our essential unique character and continually respects the footprint of our area by limiting the heights of buildings close to our neighborhood. Examples of these are Park Place and Euclid Place, three-story brick apartment buildings, and our businesses, Village Bank, Baird & Warner, and AT&T.

Seven stories, 150 units, approximately 200 people, 150 cars, 50 dogs, one pool and a restaurant. Will this add to the charm of St. James, one of the oldest streets in Arlington Heights? Can additional autos and pedestrians navigate safely around Memorial Park, the library, the Historical Society, and the Farmer's Market? How will all of us skillfully and patiently deal with the Vail Street Metra Train, one of the busiest stops in the area?

We will not be able to undo this project. Now, we need to be the visionaries for our historical neighborhood. We have to be the visionaries, all of us in this room.

Compasspoint is currently building an apartment building in Barrington, and I quote them, "We have a very cute and quaint downtown. We aim to enhance what is already currently there." Just like us. Please have the same thoughts and regard designing and building a structure in our neighborhood, across the street from our quaint and historic homes.

I think we need a much smaller building in terms of height, density

and population, a plan that gives a respectful nod to the past and embraces the future. We are now at the helm, all of us in this room are the visionaries for the future of Arlington Heights and our beautiful neighborhood.

I'm going to end with this quote: "Many of the green places and open spaces that need protecting today are in our own neighborhoods." Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MR. MARKS: Thanks for being here and listening to us, everybody. My name is Chris Marks. I'm a resident at 204 West Fremont Street along with my wife and two kids --

ACTING CHAIRMAN GREEN: Could you spell your last name please?

MR. MARKS: M-a-r-k-s, sorry. For 11 years, and an active member of HANA.

Compasspoint's Eastman project, although it may fit our zoning guidelines and rules as proposed, is not rational, it's not realistic and it's not reasonable. At the proposed location, this project violates the Village's own development philosophy. It's in an area that sits only feet, we've used that unit of measurement many times, it sits only feet away from single-family residential homes. It will dwarf the businesses and homes around it. It will unreasonably increase the population of this neighborhood. Any new development should adhere to the Village's Comprehensive Plan for development in terms of character, scale and function, and we believe that this development does not do that.

Our neighborhood consists of four blocks of single-family homes, the Arlington Heights Historical Society, and one three-story apartment building adjacent to Memorial Park. Most of the 50 homes with a total of 134 residents are well over a hundred years old, the homes are over a 100 years old. My wife told me that was confusing.

These are some of the oldest homes in Arlington Heights, and many of us have worked to restore them to maintain the historic nature of the neighborhood. We are part of HANA which is consistently referenced by realtors, but because we're bordered by Euclid, Walnut, Vail and Northwest Highway, we're somewhat separate from other HANA homes and more connected to the businesses along the Northwest Highway area. The businesses that currently exist in this area are all in the one to three-story range.

Compasspoint's potential 150 units and a conservative estimate of 250 possible residents would much more than double the population of this historic neighborhood. This is a drastic change that would affect the desirability of the area and its property values. The development seems geared towards younger, more transient renters, with its swimming pool, dog-walking amenities, and the small size and high rents of the units.

The renters and their guests in these apartments will undoubtedly park their cars on our streets. Mr. Citron guarantees they wont, but I can guarantee they will and we would be both correct because you can't make that guarantee. They will do this without a long-term connection or commitment to the area. If this development is to be residential, townhomes or condos would be much more appropriate.

Another problem is the height and design of the project. Admittedly, I'm not an expert, but I believe according to the Village's own Comprehensive Development Plan, there's to be a step-down philosophy in these situations, a philosophy that would not place a seven-story building only feet away from historic single-family homes. This proposal is anything but a step-down. The design of this project does not blend in a historic neighborhood, and as has been noted before, Compasspoint's own project in Barrington is three stories in brick is a better

example of something that would blend in.

Sam, you mentioned some buildings in Arlington Heights that are tall, well over seven stories. I want to point out that none of those buildings that you brought up were next to residential homes.

The Village of Arlington Heights and this Committee is in a position where it can have a very high standard for any new developments and especially one that is directly adjacent, again, measured in feet, to single-family homes. We would hope that the Plan Commission will keep the interests of the homeowners and the spirit of the Village's Comprehensive Plan above the financial interests of the developer.

We do thank you for your service to the Village and we're asking you to honor the plan and stand up for the Village. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Sam, if I could just maybe help a little bit as we're going along here. The Comprehensive Plan has the B-5 District where it is there, and across the street was the step-down which was the R-6 Multi-Family zoning. Is that correct? What they're trying to change is the multi-family zoning of their block, the first block there; is that correct?

MR. HUBBARD: Correct. We do have an active application to change that R-6 on the north side to R-3.

ACTING CHAIRMAN GREEN: Okay, so in theory, the step-down was actually the R-6 Zoning District that you want to change; is that correct?

MR. HUBBARD: Right. From a theoretical standpoint, the R-6 to the north of the B-5 here was kind of that transitional zone between the higher density multi-family or B-5 uses to the south.

ACTING CHAIRMAN GREEN: R-3 farther north.

MR. HUBBARD: And the R-3 farther north, yes.

ACTING CHAIRMAN GREEN: Thank you. If that would just help, possibly. But that's the zoning of your district, that's all. I'm just throwing it out there.

Ma'am, would you like to come up please?

MS. PANOS: Sure. Hi, good evening. My name is Deb Panos, P-a-n-o-s, and I live at 210 West Fremont Street. I've been a member of HANA for almost 20 years now. I will be brief, I don't want to be redundant, but I do want to state that I wholeheartedly agree with all the previous statements made by my neighbors, especially Eileen Devine and Mr. Christopher Marks.

Just to underscore a few points and maybe put a few touches on what they've said, we fully understand and recognize that the builder is planning to make an investment in this community. It's clear, we understand that. Most of us agree, we want to invest in our community. But we are lifelong residents here and we want the Village to consider that we've made a long-term commitment to our investment and to this community. We're not transient, we're not renting for six months ,12 months or 24 months.

I know that the Village of Arlington Heights recognizes our essential and unique character of this historical neighborhood, because whenever we have to make an improvement on the exterior of our homes, we, too, have to come before the Design Commission. I stood here 18 years ago and I was proud to show my plans to this Village. I welcomed that. I was proud to fit the aesthetic into the historical neighborhood. We're just asking that the Commission give the same to what's being proposed here for the design of this build. It just doesn't seem unreasonable, or it doesn't seem reasonable rather that a building being placed in

our historic neighborhood and one that's so significant in terms of taking up space would not need to be held to the same aesthetic standards.

Finally, I just want to say that I remember when this very building that we're sitting in tonight, when this Village Hall was built, we were all so impressed with what the Village did. It was a classic, it was a modern yet classic design. It begs the question why didn't the Village choose to build a design that was super modern with lots of hardy board and lots of glass? I think we all know the answer why we didn't choose an ultra modern Village Hall design. We wanted something traditional and classic and something fitting with the Arlington Heights Village brand. Bravo, success, we love it, and we strongly want the same treatment for our historical neighborhood. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MR. PANOS: Hello, I'm Bob Panos. I live at 210 West Fremont. Last name P-a-n-o-s. That was my wife. Great job, honey.

So, I'm speaking today on behalf of our family as well as another family on our block who couldn't make it here this evening. We truly love our neighborhood as our neighbors are fantastic. One of the reasons we love them so much is because of mutual respect which translates to getting along so well.

Two of my major concerns with this new development are parking and density, which have been talked about already, with around 150 units that are proposed and 200 spots in approximately one acre of land. You've heard, you know, the requested variance for those extra 10 spots. We fear that the cars will spill over into our neighborhood. And yes, there's a paid lot across the street from the building, but as we all know, people will avoid pain and they'll park on the street.

An example of that is, you know, we share our neighborhood with the Arlington Heights Historical Society and we already have evidence that people will park on our street, on Fremont Street, as opposed to the parking lot which you have to pay for across the street, okay, especially, you know, during all kinds of events. They'll walk, you know, they'll walk twice as far to not have to park and pay.

So, street parking in our neighborhood is at a premium. Many of us have more than two drivers in the family and we tend to jockey cars around all week long. We have modestly sized homes with skinny driveways that don't easily allow for parking cars side by side. The most convenient place is street parking. If the streets are filled with overflow from the new building, that leaves us no room to park in front of our homes or parking far away from our homes.

So, you know, one of the questions that I would like to ask is, you know, why is it so dense? And why is the ratio of spots to units so low, right? Just too many units in that area, in that one-acre lot. That's why they're asking for that variance of the 10 units.

Another question I'd like to ask is why is such a large density architectural development being planned so close to our neighborhood? The density is extremely out of character with our neighborhood, and much more dense than our nearby multi-family properties, and much more dense than some of the developers' other buildings in similar footprints. We feel that by reducing the density of the building, it would help to alleviate some of these concerns. The fewer people crammed into one acre of land will translate to more spots for residents and retail and less overflow parking to our streets.

In addition, you know, you're going to have people working at that restaurant. Where are they going to park? There is no parking for them inside; they have to park

outside. We don't even know how many employees will be there. Is it 10, is it 30? We don't know, okay.

So, we absolutely welcome a development that has the same mutual respect for the neighborhood that our current residents do. A welcome sign of respect is that our concerns will hopefully be listened to and addressed.

One thing I want to add real quick is Sam mentioned that this is higher density than a lot of the buildings in that zone. This is outside kind of that downtown zone. It's one of the highest density buildings and it's right next to our single-family home neighborhood. So, I just want you to consider, you know, the ratio and where it's located, and it's outside that box, right in that buffer zone. So, thank you.

ACTING CHAIRMAN GREEN: Thank you.

Next?

MR. KAMMERER: Good evening. My name is Jonathan Kammerer. I live at 215 West Fremont Street. I have lived there for 10 years.

ACTING CHAIRMAN GREEN: Can you spell your last name please?

MR. KAMMERER: Oh, I'm sorry. K-a-m-m-e-r-e-r. I'm here today to echo my neighbors and wanted to be on the record that we fully support and agree with all the points that they've presented today.

As you're well aware at this point, we're a very tight-knit community and we have all chosen this neighborhood largely due to its proximity to downtown and the train and that we're not opposed to development and are bordered closely by businesses and multi-family developments, but they are all size and character that fits the neighborhood.

We were just at the Village Hall a few weeks ago for a variance on our house and we were required to keep our design and the characteristics and aesthetics of the neighborhood which we have gladly done in an effort to preserve the unique historic area of Arlington Heights. That something of the size and design will forever change what we have all worked so hard to build and preserve. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Next?

MS. LEWIS: Hi, my name is Michelle Lewis, L-e-w-i-s. I live at 406 West Fremont Street.

First, all the concerns you're hearing today, they've been brought up at the neighborhood meeting last year. There has been ample time to address all these. You know, I think that if we felt they were being addressed, we wouldn't be here armed with PowerPoint today.

Second, I concur with the traffic issues that have been brought up previously. If this Commission has any concerns about traffic or parking, please address them now instead of doing a wait and see approach. I live on the west end of Fremont Street next to and across from an apartment complex and a commercial property which have challenges due to poor planning from the past. We get cars parked across our driveway apron so we can't leave. We get cars driving over our lawn to make their own path into the parking lot. We get cars parked under the No Parking signs, cars parked on sidewalks, and the Village does nothing about it. So, once this is built, it's too late.

Also, involving the traffic, it's been brought up before, the traffic study was done in January 2022. The study itself acknowledges that the counts were affected by Covid. They increased the counts by five percent. I'm going to bet it's a lot more than five

percent if you compare it to, say today, May 2023.

Third, what strikes me the most about this development is its lack of any attempt to conform with the Village standards, be compatible with existing uses of nearby property on the north end. The developer's answer to this is to put an aboveground parking garage on the lot line directly across from single-family homes. This open air, aboveground parking and lack of any setback adjacent to single-family homes is unique to this development. It's not a design typically found in the Village. If you look at the shadow study, you will see there's homes that will never see morning sun in the winter.

This design is inconsistent, inconsiderate and sets a bad precedent. We understand there will be apartments here. We're just trying to get something that will fit in a little bit better. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MR. LEWIS: Good evening, everyone. John Lewis, L-e-w-i-s, 406 West Fremont. Like my wife, I'm a civil engineer, so I have a couple of technical comments.

But the first thing I guess I'd like to say is, just listening to the comments here, just think about common sense, right? Let me try to find that one slide that showed 112. I mean, Mr. Chairman, I get your point about the zoning and B-5. But you know, in talking with Staff, nobody knows when that came around. So, like if we're going to hang our hat on it, I get it, that's the current regulation that we have for that particular area, but is this common sense? Like is this the best that we can do?

What I would say, too, is that, remember, this is the birthplace of our town. This is where Arlington Heights started. Like somebody else pointed out, there are no buildings like this that abut residential areas anywhere in our town. Why do we feel like we have to do that here? Why is this on the fast track? Why aren't we asking more questions about this? Like does this make sense?

Think about the building behind you, the big building over there, Dunton Tower. 1986, it's got 216 units. This has 70 percent of the units of Dunton Tower. Dunton Tower is 150 feet north of the residents on Sigwalt. This is 75 feet south of the residents on Eastman, or no, what is it, St. James.

The sun study is off. On December 21st, the elevation of the sun in Arlington Heights is 25 degrees. One over the tangent of 25 is 2.1. That means that if I'm six feet tall, I cast a 12-foot shadow. A building that's 90 feet tall will cast 185-195 foot shadow. You can look at it on Google Earth. There's actually a picture from October 30th, 2010 that shows the existing building, the shadow going into the front yard of the Asa residence. I mean, that should be checked, that should be checked.

We also talked about the traffic study. The traffic study was done at an admirable time for traffic. That's also specious. What I will say though is that, look, we just want to ask the Commission here to think about what makes sense. That's all we're asking. Like they're on the right path. We like apartments here. We think that's a good use of the land, but they can do better, and we're counting on you to help them do better.

I get your skepticism about B-5. I completely misread the room. I thought there would be skepticism when their attorney says that there's no negative impact to the neighborhood. Where's the skepticism for that? Where's the help, right?

We like the direction that they're going. We just want them to do a little bit better, and we're counting on you to help them do a little bit better. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MS. McCALL: Hi, good evening. My name is Deb McCall, it's M-c-C-a-l-l. I live at 213 West Fremont.

I just want to say I stand with my neighbors. I've lived there for, my son, let's see, he's getting ready to turn 21, so 20 years on that street. When we bought that house, somebody said to me once and it blew my mind, are you going to tear it down? It makes me cry thinking about that. There's no way in heck I would have torn that place down. We put everything we had to save, save, save, so that we could make it a home, and then you know what, 10 years later we redid that home, we renovated that home.

Now, I could have put anything there. I could have put a really big house there. There were some issues with impervious, but I could have found a way to go bigger. But just because I could have didn't mean I needed to and didn't mean it was the right thing for the neighborhood. We didn't need a big, massive master bedroom the first architects tried to sell us because it wasn't the feeling of the neighborhood.

So, I ask you, please, just because you can doesn't mean you should. So, let's work together. We all want the same thing. Thank you for listening to our concerns.

ACTING CHAIRMAN GREEN: You're welcome, thank you.

Next?

MS. EITZ: Good evening, and thank you for having us tonight. My name is Pat Eitz, it's E-i-t-z. I live at 300 West Fremont, on the northwest corner of Chestnut and Fremont, directly across from Memorial Park.

My family moved here 47 years ago and I have been a member of HANA since its inception 42 years ago. We intentionally moved to this neighborhood because of its charm, warmth and accessibility to Downtown Arlington Heights. We have seen this unique neighborhood change as residents who shared a similar appreciation for older and unique homes, move in, restore and update their houses, so that today we are the envy of many neighborhoods in the Village. For that reason, I have been an avid watchdog for our neighborhood because it's been threatened many times since I've lived here, and again, we're facing a challenge. This one is encroaching on a small neighborhood residential street with historic houses directly across from, and sharing the entire triangle neighborhood.

Careful planning is of primary importance to those of us who occupy this neighborhood, because of the nature of our neighborhood, we are proud to boast we are cohesive socially and philosophically. Maybe because we understand that we are vulnerable to encroachment threats because we've had them before, we can boast of being more than a neighborhood. We are truly a community.

We have consistently worked with the Village to enhance the viability of our neighborhood, the residents and the Village. We welcome the Farmer's Market at the end of Fremont Street in spite of the traffic it brings. We welcome guests throughout the year, from visitors to the Historical Society, the library, Memorial Park, and to the Memorial Parade.

I'd like to talk briefly about the centerpiece of our area, Memorial Park. Unlike other parks in the Village that are used for recreation, Memorial Park is what myself and many visitors consider sacred. It is peaceful, quiet, a reverent place for residents to visit and honor those and their families who generously sacrificed so that we all reap the benefits of freedom. A structure that shades Memorial Park, the surrounding triangle neighborhood, and faces the five houses on St. James must be a companion to our homes in design and in structure. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Anybody else on that side of the room?

MS. LEBEAU: I'm totally not prepared. I only just found out about this project yesterday. My name is Georgine Lebeau. I live on North Evergreen by North Park, and my home --

ACTING CHAIRMAN GREEN: How do you spell your last name please?

MS. LEBEAU: L-e-b-e-a-u.

ACTING CHAIRMAN GREEN: Thank you.

MS. LEBEAU: My home was built in 1924 and I've lovingly lived there since, well, it will be four years next year. I have a paragraph that I would like Sam to read that I took off of the Village site, and it's about the housing on the property. I'd like you to explain this to me because I don't understand it.

MR. HUBBARD: You know, the way this works is you can make your comment, and then the Commissioners will ask questions of Staff and people afterwards.

MS. LEBEAU: Okay.

MR. HUBBARD: It's not meant as like a back and forth between Staff and the audience.

MS. LEBEAU: Because in this project background, it says that in 1968, the residential component was removed from the property.

MR. HUBBARD: So, you can make your statement and say that this is a question you're hoping the Commission addresses.

MS. LEBEAU: And I don't understand when the zoning changed. Because I live near the property, I worked on the property, I know that it was a business property. It had never been residential. It had been zoned for residential for the building behind 116, but at some point it's residential again. In this statement, it's --

ACTING CHAIRMAN GREEN: I'm a little confused. What piece of property are we talking about here?

MS. LEBEAU: The 116 Eastman piece of property.

MR. HUBBARD: That's zoned B-5 which is a Downtown Zoning District that allows ground floor commercial spaces and residential multi-family units above. That's what the Zoning District is.

MS. LEBEAU: And when was that done? That's what I'm --

MR. HUBBARD: It's been that way for decades. I don't know when it was specifically zoned B-5.

ACTING CHAIRMAN GREEN: And so what are you reading from? What is that?

MS. LEBEAU: Information from the Village. It was on the Village site; I pulled this last night.

MR. HUBBARD: Looks like it's from the Staff report.

ACTING CHAIRMAN GREEN: It's from the Staff report that we have here?

MR. HUBBARD: Yes.

MS. LEBEAU: It's on the project report, and I was just curious because I don't really understand.

ACTING CHAIRMAN GREEN: All right, and what page is that from?

MS. LEBEAU: Page two of seven.

ACTING CHAIRMAN GREEN: Two, okay.

MS. LEBEAU: It's more of a curiosity point. I'm not really challenging anything. I'm just interested in knowing, you know, how did it go this way and then that way and then back to the other way, and why does it keep changing around? I just don't, because my property is zoned Multi-Dwelling but it's a single-family residence.

MR. HUBBARD: I don't know specifically what you're referring to, so I'm sorry, I can't answer your question, but if --

MS. LEBEAU: Or maybe you could call me or something.

MR. HUBBARD: So, if you want to read the section from the Staff report, and the Chairman is willing to entertain it, then I can help you address that.

COMMISSIONER CHERWIN: Read the section in and then we'll refer to that.

ACTING CHAIRMAN GREEN: Yes, and then we'll answer it, yes. Read whatever you are concerned about.

MS. LEBEAU: In 1968, to eliminate the residential component and construct a second three-story office building in its place, to the west of this site is a multi-tenant office building including a real estate office.

MR. HUBBARD: Sure. So, what that means is in 1968, this property was approved as a PUD. At that time, the PUD was to allow a multi-story building of seven stories and a three-story office building. It was a two-phased development. The office building was built first, and the second phase of the development was a seven-story multi-family residential building. The developer at that time opted to not build the seven-story residential building and built a second office building.

MS. LEBEAU: And the interesting thing is it also says the seven-story apartment building was going to be 65 units.

MR. HUBBARD: Yes, that was what it was approved for back in the 60's.

ACTING CHAIRMAN GREEN: Okay, next?

MS. ASA: My name is Karen Asa, A-s-a. I live at 116 St. James Street, directly across from the proposed 116 Eastman project. I've been a HANA neighbor for 21 years, and my husband and I are the fourth owners of our home. So, we are directly across the street.

The density of this building on a one-acre lot for 150 units puts pressure on this neighborhood for light, privacy, traffic and parking. It will impact overall everyday living and change the character of this neighborhood. It's a seven-story building with a zero setback at the ground level and only 20 feet at the third floor. So, that's going to directly loom over our house and the adjoining houses.

The zoning regulations for the Village provide that its intent and purpose is in part to provide adequate light, air, privacy and convenience of access to property. We're all interested in keeping our properties at their greatest value, but that includes natural light through our windows currently obstructed. The sun shade study which we know might not be completely accurate shows that our house and the house at 200 St. James Street will be completely in shadow in the winter months. Certainly at the point of the study is mid-December at 10:00 a.m., but that means that it will extend later into the day and for the fall and parts of early winter, which is something, you can see the scale to our house, it's just a looming obstruction. It's just a looming building over the entire neighborhood and it doesn't fit in to what has always been there.

We realize that it's been buildings, offices before, but it's been a mixed use area. With the library, there is the First Presbyterian Church which as a daycare and a

preschool on Vail Street that's used every single day. Traffic, we live next to the parking lot which, you know, so there's a lot of daily, everyday living that will definitely be impacted by having this many residents added to our neighborhood.

Compasspoint has made an investment, but we have also in our homes. The proposed building will just be an imposing block on all of our neighborhood that diminishes the character of the neighborhood and potentially the value of our homes. It's an investment for us as well as for them.

A seven-story building of 150 units, two outdoor roof decks, one with a pool, plus individual patios on the north side means a potential for, you know, just gatherings and associated noise and light. Everyday living means 170 people running errands, having visitors. They're not always going to be parking back in the garage; they will be parking on the street or wherever it's convenient. When friends come over, they'll be parking in the lot next to us and crossing over. It's just a lot, a lot more of an imposition in our neighborhood and more of an impact that anybody from the developer's side has really imagined.

So, it's all in our interest to have new residents come and participate in all that Arlington Heights has to offer. But the building needs to be a companion to our homes and fit in to the step-down that it should be and the transition to our single-family homes. Well-intentioned promises of high income renters not impacting the neighborhood does not address the sheer number of issues that come by way of the great increase in population. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Anybody else?

MR. NIEMIEC: Thank you very much. My name is Todd Niemiec, N-i-e-m-i-e-c. I'm at 204 West St. James. I have been a HANA neighbor for 18 years. I raised my two girls in the house that we live in that is across the street.

So, that's my house and its relationship to the current property. So, I'm a little bit down west of it. I just want to say that, you know, I back what all my neighbors said but I also want to say that I'm, you said something that sort of offended me, you know, with due respect. You insinuated that we were like fools for not knowing the zoning ordinance and applying it and knowing what that could mean to us in the future.

I've lived in Arlington Heights my whole life. I grew up here, went to Olive School, went to Thomas, went to Hersey. I went to college, came back, and I expected the Village to take care of its own. I mean, this is a very unique area of the city. If the zoning ordinance to the letter is the only thing that matters, then why are we here? Why are any of us here? That's all I'm going to say, thank you.

ACTING CHAIRMAN GREEN: Thank you.

Next? Seeing none over there, is there anybody on that side that would like to speak on this subject?

MR. CECCHI: Hi, I'm Eric Cecchi, C-e-c-c-h-i. I live at 200 West St. James Street, and I have the pleasure or lack thereof of looking at my front window at the current buildings that are "somewhat blighted and in need of revitalization" to use the overly kind words of the Staff report. I just want to say I do appreciate all the care and thought that's gone into the design and planning of the Eastman project so far from the Staff and Compasspoint.

I specifically want to talk about zoning. Of the zoning requirements, the setback requirements for B-5, as noted in the Staff report, there is no setback requirement for the B-5 District; however, there is one caveat in the Municipal Code. It states that where the property directly across the street frontage is zoned R-3, a 20-foot setback is required. As we

know, the St. James single-family homes directly across the street are currently zoned R-6 and being rezoned R-3, thanks to some approval from the Commission, some of the Commissioners so far. We hope that that will go forward.

Mr. Hubbard pointed out in the rezoning discussion from that down-zoning meeting at the Conceptual Plan Committee that the St. James properties, that down-zoning to R-3 would have no impact on the Eastman project. But with due respect, that is up to this Commission to decide if they want to impose any setbacks that are not maybe technically required by the code.

I did want to point out that as people have said, this zoning borderline with the districts is very unique, and there is, from what I can tell, only one-single family home in Arlington Heights that is directly across the street from a B-5 building, and that's Dunton Towers. In Sigwalt and Vail, there is a single-family home directly across the street from that. However, that building does have a ground level setback of at least 20 feet even though the building across the street is zoned R-4, so there would be no setback required for that building. Also, it's north of Sigwalt so it has, you know, less of an impact as far as shade goes.

I'd also like to point out that the land use variation that's been requested to allow a predominantly multi-family residential development in a B-5 District essentially gives a lot of R-7 qualities to the treatment of the property despite not having any of the R-7 restrictions on height and setbacks. R-7 requires front, side and rear yard setbacks and those create a buffer zone from the building so it blends it with the R-4, R-3, whatever might be next to that R-7 building, and it creates a natural transition to those adjacent single-family homes. If we look at some of the R-7 developments that are next to B-5, these are off Sigwalt Street, they all have significant setbacks that allow for extensive, really nice-looking landscaping that helps them blend with single-family homes. These photos were taken from the front yard of a single-family home across the street, and the landscaping helps blend in with the neighborhood much better than what would be allowed by the zero setback that's been proposed. These additional R-7 properties, these are off of Pine and Wing Street, but it's also next to a Business District.

The proposed structure has no setback on the north side while the building has been "recessed" beginning on the third floor. The ground level parking garage has no setback or it's less than one foot. The third floor setback does not provide any green space or landscaping on the ground level and it makes the already narrow St. James Street feel narrower with the garage structure built as close to the street as possible.

So, my request to the Commission would be to impose a setback requirement of at least 20 feet. Although it's not required, it is in the spirit of the borderline between R-3 and B-5 Districts, and it's also consistent with some of the other higher density multi-family bordering structures to single-family homes. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MRS. CECCHI: I do not know how you do this. It's way past my bedtime. Thank you for your being here.

ACTING CHAIRMAN GREEN: Give us your name please and spell your last name.

MRS. CECCHI: My name is Celeste, last name is Cecchi, C-e-c-c-h-i, and I'm at 200 West St. James. So, my husband, who was just speaking, and I purchased this home, as you see right across from the building.

I was going to come tonight actually and talk about some of the neighborhood impacts, things that you've been hearing, the snow that's been dumped right in our

front yard from the current existing building, and just problems with traffic and snow and all the things. But as I was preparing tonight, I actually decided to throw my neighbors a curveball and I hope, I'm on the HANA Board. But I decided I wanted to talk about something that could potentially be a really positive thing for our neighborhood with this building besides obviously anything is going to be better than this eyesore.

The thing that I think I'm most excited about aside from aesthetic, a more aesthetically pleasing view, is the opportunity that we have to invite diversity into our neighborhood. I was traveling for work when we had the Housing Commission, and I just wanted to kind of encourage, our language matters a lot. So, I told you my husband and I bought this house nine years ago but 13 years ago was when I moved to Arlington Heights as a single mom on food stamps. Had it not been for our Village's programs and scholarships and even ordinances, like the Inclusionary Housing Ordinance, I would not have had the opportunity to move here and send my son to these topnotch schools, the wonderful Park District programs, the library programs, the things that we so highly value as residents here in Arlington Heights. These Village ordinances have been intentionally voted on and passed by our elected officials to make our Village a richer and fuller community. So, I'm excited about the possibility of that becoming more of a reality in our neighborhood.

It's already been talked about just what the requirements are, the 7.5, and I won't get into all the details. But I did want to point out, as I just said, that language matters. Compasspoint talked about, under Affordable Housing Plan, page two, they talked about just the feasibility of finance of these units and their intent to buy out what they could. They went on to talk about it not being feasible because of the rising real estate taxes, the developers have taken a hit since Covid. They started talking about those hits as far as it pertains to the financial part of the project, but of course these are all hits that we've had as well, that we've had to plan for and make sacrifices for, adjust our own budgets for. Research shows that renters have been disproportionately hit. In fact, in Arlington Heights, according to Rent.com, the increase has been 16.3 percent for rental units while the average salary has only increased four percent.

But the part that most personally like was impactful and painful to me, and like it was reiterated tonight, was the language that was used. It says the inclusionary units will cost the same to construct as the market rate units, and the building's excessive amenities, the pool, the co-working spaces, the lounges will be utilized by those renters. So, the way that we are “other-ing” the renters who are invited to be in those units means that we are, it's not a benevolent thing. Like we get to have a richer, fuller community when we invite people who may not have had the option to be there.

One of the things that I just wanted to say, like when I was in an apartment, like, yes, even I was able to use the pool, even I was able to use the shared spaces, and so it's not like an extra added bonus that the people who are in these units get to use the amenities. So, we're not being extra compassionate by letting people use what is in our law, in our ordinances to be a part of.

So, I understand that the Staff has recommended Compasspoint by themselves out of only the minimum allowance which is 1.25, but tonight, I just wanted to encourage you, our Commissioners, and also Compasspoint staff to realize that buying ourselves out of units, any units, is buying ourselves out of the opportunity for renters like me to be able to call Arlington Heights their home, too. We're buying ourselves out of the privilege of learning from people who might have had a different life experience than we have, and we're buying our neighborhood out of the opportunity to grow in our diversity, which actually is a value that we as a

Village claim that we hold firmly to.

So, I invite you to see, maybe even be excited about like I am, the potential that this project has to add beauty and diversity to our neighborhood. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Anybody else on my left, or the right side of the room?

(No response.)

ACTING CHAIRMAN GREEN: Seeing none, I think I'll close the public comment for tonight and we'll get back to questions that the Commissioners may have.

Joe, would you like to start?

COMMISSIONER LORENZINI: Sure. We may need a break before this though.

ACTING CHAIRMAN GREEN: You mean after this.

COMMISSIONER LORENZINI: So, let me start with the developer. The size of the affordable housing units or the affordable units, are they going to be the one-bedrooms, the studios? The 10 affordable units, what size units are those going to be?

MR. CITRON: First of all, the sizes are the same sizes as the other units in the building. So, and we have to have a mix corresponding with the percentages of two-bedrooms, one-bedrooms there in the building. So, if we have a one-bedroom, it's the same size as all the one-bedrooms. I'm trying to be very careful --

COMMISSIONER LORENZINI: No, no, no.

MR. CITRON: It is not benevolent, it's just the --

COMMISSIONER LORENZINI: No, no, no, maybe, you didn't answer my question. It's going to be based on?

MR. CITRON: I'm sorry. It's going to be the same sizes. So, a two-bedroom, they'll be a two-bedroom.

COMMISSIONER LORENZINI: No, that's not my question. It's the mix, it's going to be the same mix?

MR. CITRON: Same mix. Same mix.

COMMISSIONER LORENZINI: That's all I needed to know, thank you. Traffic, the traffic study.

ACTING CHAIRMAN GREEN: Mr. Corcoran.

COMMISSIONER LORENZINI: So, there's been a lot of comments regarding the traffic study, that it was done during the pandemic. That seems to be a reasonable concern, that it doesn't really reflect what's going to happen today or next year. You mentioned or it was mentioned that five percent was added to the study to account for that, but that doesn't seem like much compared to, especially when you talk about the parking lot.

MR. CORCORAN: So, we looked at some pre-Covid counts to come up with that basis for the five percent.

COMMISSIONER LORENZINI: That study was based on pre-Covid?

MR. CORCORAN: We found some traffic studies that were done in the area prior to Covid so we could compare some of those volumes to get a sense of what the change could have been.

COMMISSIONER LORENZINI: All right, and you added five percent to it.

MR. CORCORAN: That's why we came up with that.

COMMISSIONER LORENZINI: So, it wasn't purely done based on during the Covid period?

MR. CORCORAN: No. Well, the counts were done during the beginning of last year, so they were still in the COVID. Then we raised them up by what we judged to be five percent based on counts that we found from the pre-Covid period in the area.

COMMISSIONER LORENZINI: Right, understood.

MR. CORCORAN: And even --

COMMISSIONER LORENZINI: There's a lot of concerns about density, a lot of good points made. So, you had 40 units originally, and then you added -- I'm sorry, you had 140 units.

MR. CITRON: No, we actually had 154.

COMMISSIONER LORENZINI: I know, hold on, hold on. You had 140 units, and then you added 10 units. But that really didn't cost you anything because you had to meet the affordable or the inclusion code, correct?

MR. CITRON: No, we originally, the original proposal was for 154 units. We dropped four units to bring it to 150, and based on that density and the Inclusionary Housing Ordinance, out of that 150, 10 of those units were required to meet the inclusionary standards.

COMMISSIONER LORENZINI: Okay, all right. Thank you, that's all I have for you. Sam, it always seems like, probably because you do such a good job, I like to ask you questions. One of the variations, could you explain to me, or I'm sorry, the multi-family residential development, why is that a variation?

MR. HUBBARD: Because the ground floor commercial was only six percent of the overall ground floor, so it wasn't substantial enough to qualify it as a true mixed-use building. It's really predominantly a multi-family building, and B-5 requires mixed-use buildings.

COMMISSIONER LORENZINI: Very well, but I guess in today's environment, that's not that important because there's a lot of vacant spots on the first floor anyways.

MR. HUBBARD: No comment.

COMMISSIONER LORENZINI: I, as an engineer, should know this, but what defines tandem parking?

MR. HUBBARD: Tandem would be two stalls where one stall blocks access to the other stall. It's one stall in front of the other as opposed to side to side.

COMMISSIONER LORENZINI: Got you. Got you, okay. A comment was made that this is one of the most dense if not the most dense development. What constitutes the density of a development such as this?

MR. HUBBARD: So, however many dwelling units they provide divided by the size of the land that they're located on. So, dwelling units per acre.

COMMISSIONER LORENZINI: How does that vary if all the units are studios or other units are two-bedrooms?

MR. HUBBARD: It would still be the same density if you have, on the same site, if you had 100 two-bedrooms versus a development that was 100 one-bedrooms. It's the same density because it's based on unit. If you did a density calculation based on bedroom, it would increase. But density is, the code requirements for density are based on the unit.

COMMISSIONER LORENZINI: And generally around the Village, there's been several, it seems like a lot of developments these days are rental. What is the typical, or do we know what the typical occupancy is on these buildings that are rentals?

MR. HUBBARD: I don't know, no. Off the top of my head, no.

COMMISSIONER LORENZINI: Okay, and the discussion of transitional

property, I remember years ago we talked about there was a development across from the Valley Grocery Store in Golf Road that is now called something else, there was some property right across the street that was going to be developed. But the first piece of property across the street south of Golf Road was transitionally zoned before you stepped into a more dense, higher density businesses. Is that applicable, that type of transitional zoning, applicable in any way in this area?

MR. HUBBARD: The existing zoning, how it's currently zoned, reflects that kind of transitional area. So, the B-5 is this property. To the north are properties that are currently zoned R-6 which is a Multi-Family Residential Zoning District. Those properties happen to be used as single-family homes as you heard from many of the residents this afternoon, but their properties are zoned R-6 to allow for multi-family development. So, that was the theory behind that zoning. My guess would be their properties are zoned R-6 to function as a transition between the B-5 uses to the south of downtown and the majority R-3 single-family uses to the north and northwest.

COMMISSIONER LORENZINI: Okay.

MR. HUBBARD: If you, here, I can pull it up here. So, here you go. So, you can see to the north of the subject property, this is the R-6 District. This is kind of a transition between the higher density developments down in the B-5 and the less intense developments in the R-3.

COMMISSIONER LORENZINI: So, it was meant to be a transition although it's not actually built like that, but --

MR. HUBBARD: Correct.

COMMISSIONER LORENZINI: -- when the B-5 was zoned such as that, we had the single-family buildings across the street, the R-6 were most likely already single-family homes since the areas sold.

MR. HUBBARD: Right, I would guess that the single-family homes were always single-family homes and they were zoned into the R-6 District under the assumption that in the future they may redevelop their aging homes and may redevelop as some sort of multi-family in the future potentially that could serve as the buffer between those R-3 to the north and B-5 to the south.

COMMISSIONER LORENZINI: And several comments were made about there is no other development like this elsewhere in the Village where you have a seven-story building next to residential properties. Is that a correct statement?

MR. HUBBARD: Next to single-family residential? I think there's only two portions of the B-5 District that are directly adjacent to R-3 Districts. One would be this property, and then the property to the west of it, if those properties' R-6 are zoned into the R-3 District. Then on the Arlington 425 site, on the west side there were single-family homes there.

COMMISSIONER LORENZINI: Going back to just one of the comments made by the public that this is the most dense development pretty much, what makes this the most dense development?

MR. HUBBARD: The number of units proposed on the size of land.

COMMISSIONER LORENZINI: All right, thank you.

ACTING CHAIRMAN GREEN: Lynn?

COMMISSIONER JENSEN: Yes. So, let's begin with you, Sam. Taking a look at this, so the R-6 is what the zoning is, but it has nothing to do with what's actually there. Most of it's, are there any multi-family in that R-6?

MR. HUBBARD: There is one multi-family. Just one.

COMMISSIONER JENSEN: Yes, basically it's really an R-3 area even though it's designated as an R-6.

MR. HUBBARD: Correct, and R-3 uses are allowed within the R-6 District.

COMMISSIONER JENSEN: Right, but I mean, if the idea was this was a step-down, that's really not going to happen unless somebody in the future, 10, 20, 30 years from now decided to make one.

MR. HUBBARD: Right, in the future it could be, yes.

COMMISSIONER JENSEN: I just want to be clear on that because I did view that initially in the presentation, and it was a great presentation, as being a transition, but it apparently isn't in fact one even though it could be theoretically one.

I would like ask Mr. Taylor a question. Could we bring us the, I don't know who has the slide that showed what you have in Barrington?

Very good, and actually it's obviously much shorter than that. They have a quote which several people used, and I guess I'll use that as a jumping off point. Do you think the development that you're proposing for Arlington Heights is consistent with a cute and quaint downtown and you want to enhance it? Does this, what you're proposing here, does it do for Arlington Heights what you wanted to do for the place where you live in Barrington?

MR. TAYLOR: All right, so without misconstruing both projects because they're two different, distinct projects here, this project is located in the highest dense district in Downtown Barrington. It happens to allow a four-story height which is what is being proposed there right now. It's actually not built.

This actual quote was actually a comparison to actually Arlington Heights where I have this other development, right? So, the comments amongst the crowd there was, well, this isn't Arlington Heights, and so I made this comment. So, there's no comparison between the two is pretty much what I'm saying.

COMMISSIONER JENSEN: I'm just asking you, not to make a comparison, but do you think that the project that you're proposing is consistent with what was expressed here even though this may have been a --

MR. TAYLOR: Yes, this doesn't have any relation to what I'm proposing here.

COMMISSIONER JENSEN: I understand, because the whole issue here and the way the Board is going to be, we have a narrow, technical purview. We're going to do the zoning and other issues, but the Board is going to look at other issues.

MR. TAYLOR: Sure.

COMMISSIONER JENSEN: That are way beyond our purview, and character of the neighborhood is going to be one of the big things they take a look at. In the past, this Commission has given a favorable recommendation to the Board because we were looking at the narrow technical issues which we're charged with, but the Board reversed that. They said this is out of keeping with the character of the neighborhood.

I guess I'm trying to get to whether you believe that what you propose here, given the neighborhood, that you've got this historic neighborhood of houses that are 100 years old, is truly in keeping with the neighborhood where you're trying to place that.

MR. TAYLOR: I believe that this, not this proposal, but my proposal for 116-120 Eastman is within the character of the site and the Zoning District that is set forth by the ordinance. So, yes, I do.

COMMISSIONER JENSEN: At this point, I don't really have anything else.

COMMISSIONER CHERWIN: Lynn, could I just, or Mr. Chairman, could I just --

ACTING CHAIRMAN GREEN: You're next.

COMMISSIONER CHERWIN: Oh, I was?

ACTING CHAIRMAN GREEN: Go ahead. You're next, he's done.

COMMISSIONER CHERWIN: While Mr. Taylor is up here, kind of we talked about this Barrington issue because some of the residents did bring it up. What would be, you know, I guess one point is how many affordable housing units were required by Barrington for this project?

MR. TAYLOR: None.

COMMISSIONER CHERWIN: Do affordable housing units add cost to your development?

MR. TAYLOR: Absolutely.

COMMISSIONER CHERWIN: Is there a differential in the amount of, you know, price per square foot between what we see in Barrington and what we see in Arlington?

MR. TAYLOR: It's almost identical.

COMMISSIONER CHERWIN: In terms of what the rental would come in at, is it identical?

MR. TAYLOR: It's probably more here.

COMMISSIONER CHERWIN: More here.

MR. TAYLOR: Yes.

COMMISSIONER CHERWIN: It's going to cost you more. Are these rental units or are these owned units?

MR. TAYLOR: These are rentals.

COMMISSIONER CHERWIN: And there's commercial, obviously it looks like this one there's a difference in commercial on the first floor, is that correct, or am I missing that?

MR. TAYLOR: It's mostly commercial. There's a residential lobby similar to how I have a residential lobby here with an integrated restaurant into the lobby with an open access policy.

COMMISSIONER CHERWIN: How are the sizes of the units here compared to Barrington?

MR. TAYLOR: So, these units are larger family style units, predominantly 60 percent are twos and threes, and 40 percent are one-bedrooms. So, we'd performed market studies in both locations. The market research firm that did the market research for this project is the same one that was done for Arlington Heights. So, we hire people who tell us, who are smarter than we are who tell us what the mix should be.

COMMISSIONER CHERWIN: And the existing zoning in Barrington wouldn't let you go over --

MR. TAYLOR: Four stories. So, and just as a unique perspective, this is a 6.2 acre site and I've got two different projects actually on the site. So, on 1.7 acres, we're building 125 units. Now, this unit is actually bigger in total gross square footage than what I'm proposing here.

COMMISSIONER CHERWIN: And what about traffic-wise?

MR. TAYLOR: We have 409 parking spaces for 13,000 square feet of retail and 125 units.

COMMISSIONER CHERWIN: So, and traffic-wise, I don't know, I know it doesn't match necessarily one for one, but you figure the traffic flow here, is it generally twice as much?

MR. CORCORAN: Off the top of my head, I can't tell you the proportion but this does generate more traffic because, as he mentioned, the 13,000 square feet of retail and much of that is restaurant which generates a lot more traffic than a typical store. So, yes, this generates more.

COMMISSIONER CHERWIN: So, the point is really these are very different projects. Mr. Citron mentioned in his presentation that there was, the building would not be built if the affordable, and maybe Mr. Citron wants to speak, too, but a 10-unit bonus on the affordable units, you had mentioned the building would not be built if that density enhancement was not available. Is that due to the costs that are spread throughout the project to the affordable units?

MR. CITRON: So, actually Joe would have been the better one to answer that, but yes. That was based on my discussions with Joe on analysis of what it cost to build this. I'm trying to be very careful in what I say here because of the concern that was raised, but the cost to build this building is the same whether it's a market rate unit or the inclusionary unit.

COMMISSIONER CHERWIN: Right.

MR. CITRON: And the amenities in the building, again, it's great. The point is, is it costs us the same to build that, so we need that density. Even though we're not going to recognize the same rent per square foot on the inclusionary units, we need those units to spread this entire cost over. So, those additional 10 units does make the project economically feasible.

COMMISSIONER CHERWIN: Yes. So, I mean, the point being, the reason I bring that up is because we have a lot of people in this Village talking about they want affordable housing but then they don't want density. It's kind of, if you want affordable housing, the only way to get it is density.

MR. CITRON: The Village provided for that in their own ordinance.

COMMISSIONER CHERWIN: I understand, yes. I mean, it's, we can say what we want about the ordinance, we're not here to comment on that ordinance. I mean, we could probably go on for a while about that. But one of the either intended or unintended consequences of requiring that is if a developer is going to deploy capital into our city, our Village, and enhance our Village, the density has got to come with it, or else like a lot of developers I talked to, they don't even want to come to Arlington Heights now because they'd rather deploy their capital elsewhere where they can get the kind of return that, you know, they would otherwise get.

MR. CITRON: And it's interesting, if you look at your ordinance, and I'll be finished in just 30 seconds here, it says we could ask for a density bonus of market rate units, but that's not what we're asking for.

COMMISSIONER CHERWIN: Right.

MR. CITRON: We're actually asking for a density bonus, 10 units of inclusionary units. So, we're not even taking the full advantage of what the ordinance says.

COMMISSIONER CHERWIN: Understood. So, I guess that's just something I wanted to make clear because I know a lot of times argue about density being too much, but the Village has already made a policy decision that they want more density because they want more affordable units and that's the only way to get it. So, I think people have to understand that, there's a cost to that. Whether it's worth it or not, that's up for various people to decide.

Last question I'll ask, Sam, one of our residents mentioned the possibility of blocking Highland Avenue on the north. Is that feasible to cut down traffic? I guess two questions would be is it feasible from the Village's perspective and from the developer's perspective to help ameliorate some of this potential effects of traffic?

MR. HUBBARD: From emergency services perspective, no, we need that open for circulation around the building.

COMMISSIONER CHERWIN: Wait, you mean can they fit --

ACTING CHAIRMAN GREEN: Fire.

COMMISSIONER CHERWIN: Yes, well, they have a reverse, don't they?

MR. HUBBARD: But it doesn't work.

COMMISSIONER CHERWIN: We've got to get that fixed.

MR. HUBBARD: Well, you're saying can they close off the intersection?

COMMISSIONER CHERWIN: Well, like they were going into what you're saying because it's a dead end and the fire truck, the Fire Department doesn't want to go in reverse, they want to keep going forward?

MR. HUBBARD: Right. Right, yes.

COMMISSIONER CHERWIN: Could there be like an emergency bumper, a gate or something to let them through?

MR. HUBBARD: Potentially, yes. I mean, it's something that we could look at.

COMMISSIONER CHERWIN: I'm just saying one of the big issues here for people is traffic. They have serious concerns about traffic. I mean, let's face it, right, it's right next to downtown. There's going to be traffic, downtown has always been there, I get it. I mean, but we do have to balance the people that are there, that's one of their major concerns. So, anything we can do to help ameliorate that in my opinion we should explore. So, if it's something like a partially gated gateway that, you know, I don't know, that's something maybe to talk about with the developer.

MR. HUBBARD: Yes, it's definitely something we would have to kick around. The whole street is governed by an easement, so you know, the property to the west also has rights for access and I don't know if closing off part of it, I mean, how that would impact that. So, it's complicated.

COMMISSIONER CHERWIN: Okay, well, I think it's something that we should explore because it's a very serious concern of the people.

That's all, Mr. Chairman.

COMMISSIONER ENNES: It's a similar issue to what we had with the hospital when they were expanding and all the side streets, what they did over there.

COMMISSIONER SIGALOS: Yes, I was going along the same train of thought as Jay was as far as can we limit or restrict any northbound traffic out of the parking garage? In other words, they can only go southbound in exiting the parking garage and not go northbound to St. James Street. Anyway, that's not something we could answer here, but that would be among the possibilities of maybe solving some of the traffic problems.

MR. TAYLOR: So, this issue came up at the first community meeting of which we proposed that the north end of Highland be just shut down, so there's a gate, nobody can access St. James from Highland. Through various discussions with Staff, the Police and Fire Department came back and actually said no, you can't close access. Not only can you not close access, you can't even put a temporary barricade that can be driven over. You know how they

have those plastic ones that are reflective. They didn't even want that, they didn't want to be proposed.

We're all in favor of that, by the way. I think the natural traffic flow from our building is going to be south on Highland to Eastman to either Vail or to Northwest Highway. There's no reason to go north to St. James to go someplace. There's no reason, it's easier to go to Northwest Highway and make a right to go north. We don't police what other people do but we certainly could do it on our own development. If Staff and the various agencies allowed us to partially close off Highland to the north, we would absolutely amend the plans to do that.

So, again, we'll revisit it. That's not an issue. We would be glad to do that.

COMMISSIONER SIGALOS: Okay, thank you. Now, I understand and I'm not going to get into any of the financial aspects of the cost of the construction of your proposed building and so forth. But that's what's driving the density of the number of units that you have that rationalize the cost of the building. Yet you've put in a swimming pool which adds to the cost of the building. I'm not aware of any other residential buildings Downtown Arlington Heights that have a swimming pool on it.

Well, anyhow, that's neither here nor there. I really appreciated hearing all the comments from the residents. I think they were very well pointed. I don't like the fact that you have zero setbacks. That doesn't allow any landscaping to help the building blend in closer to the neighborhood. I think it's too tall. You've got a couple stories of parking garage above grade which could be below grade and reduce the height of the building.

So, those are just the comments I have. Right now, I'm really not too much in favor of the project. That's all I have.

ACTING CHAIRMAN GREEN: Terry?

COMMISSIONER ENNES: John, I know where you're coming from. I agree to a certain extent. It's a very modern building, it's a beautiful building. I don't think it really goes there with the neighborhood. That's not our job.

Does it suit the zoning? It really seems like it does. I don't think it's the best project for the neighborhood even with the step-back. Look at your picture up here. You have a nice step-back with this and I think irrespective of the fact that across the street we have, not irrespective but because of the fact that we have single-family homes, it would be nice if there was a way to step this back on the residential side. Also, I don't like the zero lot lines, whether it's allowable or not.

Sam, I have one question for you. This is the first good-sized apartment building that we've had in this part of town since the Park View which was kind of a debacle for the Village in regard to the Inclusionary Housing. It went from one that was going to have the minimum number of units approved, and before we knew it the whole building has been converted. Is there anything that we can do to limit the number to the number that the developer is proposing at this time without them having to come back and seek additional approval?

I like to hear Mrs., I think it's Cecchi, benefited from the program here in Arlington Heights in the past, but I don't like what I saw with Park View when they came back and totally changed the nature of the property right in Downtown Arlington Heights without even having to come back to the Village.

MR. HUBBARD: Yes, I don't know if that's a restriction the Village Staff would recommend. I think you can ask the developer if, you know, they're interested in doing

more and what their perspective is if they are thinking of turning this into a 100 percent affordable housing building or not.

COMMISSIONER ENNES: We'd never hear that at the outset.

MR. HUBBARD: I don't know if a restriction on, you know, affordable housing would be a condition that --

COMMISSIONER ENNES: Not restriction, a limitation to what they're telling us they're going to do which will not let them after the fact come and totally change the nature of the building in a neighborhood.

MR. HUBBARD: That might run afoul of certain, you know, affordable housing regulations or housing laws.

COMMISSIONER ENNES: Sure, then we have Cook County coming in and telling us where to put in buildings.

MR. HUBBARD: But your point is heard.

COMMISSIONER ENNES: Yes, okay. That's all I have at this point.

COMMISSIONER LORENZINI: I have one more question for Mr. Taylor. In this picture, where is the parking?

MR. TAYLOR: Parking is under the building. We have a lot of outdoor parking that's associated with it as well.

COMMISSIONER LORENZINI: Thank you.

MR. TAYLOR: And it's in the first floor.

ACTING CHAIRMAN GREEN: I just have a couple of questions, and Joe just hit the one. Was this originally proposed with more parking underground? I mean, lower down underground? I'm sorry.

MR. TAYLOR: No, the first iteration had two levels of parking above grade. We've increased the parking count and put a half a level below grade. I'll tell you that the cost to go underground is a whole lot higher than what we proposed.

ACTING CHAIRMAN GREEN: As an Architect, I know where you're coming from that.

MR. TAYLOR: Right, and as we've gone through this process, we've made a lot of concessions to the design of the building, both from an exterior and interior point of view that has increased the cost of this project. We've, you know, nonetheless, having increased the affordable housing count from eight to 10 at a cost of around $350,000 per unit on average, those costs really add up.

You know, I think I mentioned this in the Affordable Housing Commission that I have to take into account a lot of factors when developing a project, right? Financial is obviously one of them. If it doesn't make sense financially, I can't attract the capital and I can't build it. So, you know, I try to balance everybody's points of view and, you know, I deal with Staff and I deal with commissions and I have to balance everybody's point of view. I try to do it as best I can.

ACTING CHAIRMAN GREEN: I hear you, Joe. My comment is this, and I appreciate all the public comment that was here tonight, and please excuse me, I think I'm losing my voice here tonight, but just to give it a little history for me, I built my own house in Arlington Heights and I've been here for 37 years. So, I have a lot of care and I do, I love Arlington Heights. I recognize your dilemma that you're in, but I can, I'm just, and don't take this wrong, when I was looking for a piece of property, I checked out everything that there was to check out simply because I could barely afford to buy the land to build a house on. So, I was starting out

and so I was very, very careful on what I did.

But this property is located, and as you look out your windows, you're seeing the whole Downtown Arlington Heights area, and these are seven, eight, nine, 12, whatever story buildings that you're looking at. This is not out of character for the downtown. We, as a Plan Commission, we went over the Comprehensive Plan, it's something we review every year on a yearly basis. So, the zoning that is here has been talked about and thought about a lot. This is not something that has come up just recently.

So, I personally think that this building fits what's going on here. I appreciate, and that's my opinion. We listened to your opinion, now you're going to listen to mine. So, I appreciate what it is. I'm an architect, I like the way the building looks. I like the amenities. I like the fact that Joe is building on the north side of Northwest Highway. That was a stumbling block that the downtown area has been trying to accomplish for years. And Sam, you know what I'm talking about is that it's hard to get the development to cross the street to the north side.

So, I think this is a welcome project, and I think it's going to enhance the downtown and that's it. I'm sorry, this is the zoning that's there. This is a legal building.

COMMISSIONER CHERWIN: Commissioner Green? Could I just move to continue the meeting? We're at 10:30.

ACTING CHAIRMAN GREEN: Oh, yes.

COMMISSIONER CHERWIN: I believe we need a continuance.

MR. HUBBARD: Extend, yes.

ACTING CHAIRMAN GREEN: How long would you like to do it?

COMMISSIONER CHERWIN: Not very long.

MR. HUBBARD: Do you want to extend it for another half an hour?

COMMISSIONER CHERWIN: Extend it for a maximum of 30 minutes.

ACTING CHAIRMAN GREEN: So, there's a motion to extend for half an hour.

Is there a second?

COMMISSIONER ENNES: I'll second it.

ACTING CHAIRMAN GREEN: All those in favor, say aye?

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: All those opposed?

(No response.)

ACTING CHAIRMAN GREEN: We're on for another half hour, 11:00 o'clock. So, this is my opinion, and I am entitled to my opinion. If the politics of this don't work, take this to the Board. Those are our politicians. We're dealing, as Lynn said, with zoning issues here and we have to limit ourselves to that. We try very hard to stay out of the politics of this and get to just the zoning. So, please don't misunderstand what I'm saying but it's the zoning. So, that's my comment.

Any others? Go ahead, Lynn.

COMMISSIONER JENSEN: Yes, I think that, first of all, I appreciate all the comments from the residents of HANA. I think you made your points very, very well. I think they will resonate with the Board which is the entity that makes the decision. So, I feel the same kind of dilemma that I think others have expressed because I know what we're supposed to do in terms of our charge. But you've raised some issues that go way beyond the charge and I particularly like the way that John Lewis stated things saying why don't we do something that's common sense?

I think the Board can do that for you. I'm not sure that this Commission, given our zoning requirements, can do that because as the Chair said, this is a legal building that meets the things that we are asked to look at. So, I'm very moved by the points that you made. I think they will resonate with the Board. I'm not sure where that leaves even me in making a vote at this point.

ACTING CHAIRMAN GREEN: Any other comments? Or a motion?

COMMISSIONER CHERWIN: I guess, no, my comment would say, you know, similar to what Lynn has said here. I mean, I personally, I think that this project is a good project overall. I would like to see, you know, I think there may be some more opportunities to accommodate the neighbors. I mentioned the one about traffic flow. There may be some on the buildings, you know, the setbacks maybe not so much, but maybe some tiering or something on the upper floor to give them a little bit more of a transition. I think maybe a little more effort can be made to accommodate.

Granted, I'm fully appreciative of what has to go into this type of project and what costs are being driven by the Village in what they are requiring from you that you don't have as much control over. But that's the policy the Village has made and the consequences are that, you know, it affects the developments. So, that's, it's a difficult decision but, you know, I would probably like to see, before I recommend approval, I would probably like to see a little bit more work to try to accommodate the neighbors.

But overall, I like the project and I think ultimately we should be able to get something through that makes sense that's very similar to what you've presented.

COMMISSIONER JENSEN: I'd like to know what you heard at the neighborhood meeting. Did you hear most of what you heard here? And you did take some steps to address a number of them as you had in your presentation as I understand it. Well, I don't want to --

ACTING CHAIRMAN GREEN: Is there any more discussion?

COMMISSIONER ENNES: I have a question for the Commissioners. Would you be open to putting in a provision to limit the approved number of affordable units?

COMMISSIONER CHERWIN: You're saying to just hold it steady with 10?

COMMISSIONER ENNES: To what they're proposing now.

MR. LYSICATOS: Through the Chair? I don't know that that's, I think that's maybe for the Housing Commission. If that matter is able to be taken up, I think that sits with the Housing Commission. I don't even know that you can control rents at that point. I'm not sure that that falls within that. I think your purview at the moment is probably to approve the density variation.

ACTING CHAIRMAN GREEN: The zoning part. I would stick to the zoning part.

COMMISSIONER CHERWIN: I think that's probably right. Just like the design is the Design Commission, you know, whether we like the building or not, it's kind of, you know, looked upon by the Design Commission. So, I don't think we're here for that.

ACTING CHAIRMAN GREEN: Having all that being said, is there a motion?

COMMISSIONER JENSEN: I'll make the motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #23-002, a Planned Unit Development to allow a 150-unit multi-family residential development on the subject property, a Land Use Variation to allow a predominantly multi-family residential

development in the B-5 District, and a Conceptual Special Use Permit approval for a restaurant on the subject property, and the following Variations:

1. **A variation from Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow 150 units on a 43,438 square-foot lot where code requires a minimum lot size of 46,500 square feet;**
2. **A variation from Chapter 28 of the Municipal Code, Section 6.1-5.1, to allow tandem parking spaces.**

This recommendation is subject to the following conditions:

GENERAL

1. **The outdoor roof deck area along the Western side of the building shall be restricted from use between the hours of 10:00 p.m. to 10:00 a.m., Sunday through Thursday, and from 11:00 p.m. to 10:00 a.m. on Friday and Saturday. There shall be no building-mounted or permanent speakers/audio system installed on the outdoor pool deck. All personal music and speaker usage on the outdoor deck must end by 9:00 p.m. on any night. Usage of the outdoor deck area must abide by these restrictions and the Applicant must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances.**
2. **All restaurants that desire to operate within the PUD must obtain a special use permit or receive a waiver of the special use permit requirement if deemed acceptable by the Village.**
3. **At time of application for building permit, the Applicant must provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking for review and approval by the Village. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors, and patrons of the downtown and nearby vicinity. Construction traffic must be limited to pre-approved lanes and locations to be determined by the Village. The Petitioner shall provide a truck parking and truck access plan for review and approval by the Village. Emergency access must be maintained at all times during each phase.**
4. **Conversion of the building from rental to condominium units will require an amendment o the planned unit development and the provision of sufficient parking for such change as determined necessary by the Village.**
5. **The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.**
6. **The Applicant is responsible to ensure that the planned development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of the Village Code, being the Village's Inclusionary Housing Ordinance and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:**

a. **Providing, at a minimum, 10 actual on-site units (a minimum of five percent of the total units) in the planned development and fee-in-lieu for 1.25 units (a maximum of 2.5 percent of the total number of units) or a total of 11.25 units (7.5 percent of the total number of units) in compliance with Section 7-1707(b)(3) of the Village Code.**
b. **Satisfying all conditions and requirements necessary for Applicant to obtain development cost offsets pursuant to Section 7-1709 of the Village Code, including, without limitation, obtaining density bonuses pursuant to Section 7-1709(a).**
c. **Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.**

7. **The Applicant must comply with all federal, state, and Village codes, regulations and policies.**

Parking Related

8. **Parking within the garage shall be operated as per the below:**
   a. **Residential parking spaces within the garage shall be leased separately from units and must not automatically be included within any residential lease.**
   b. **Any tenant desiring two parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units) if tandem spaces are available. Only after all tandem spaces are leased may individual/single spaces be leased by tenants desiring two parking spaces.**
   c. **No more than 51 tenants shall lease two spaces within the garage.**
   d. **No residential unit shall lease more than two parking spaces within the garage.**
   e. **Residential guest parking within the garage spaces be made available.**
9. **At the request of the Village, the Applicant must provide details and data on the operation, management, and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the Applicant must work with the Village to modify the parking plan to address any such issues to the satisfaction of the Village. The Applicant must use good faith efforts to implement and enforce the parking conditions and restrictions outlined above.**

Loading Conditions

10. **Loading operations are restricted to the following:**
    a. **Commercial/Restaurants: Allowed only between the hours of 7:00 a.m. to 5:00 p.m.**
    b. **Residential: Residents moving in/out must schedule their loading dock time in advance. Move-ins/move-outs will take place in the loading dock on Eastman and be allowed between the hours of 7:00**

a.m. to 7:00 p.m. Loading operations will be prohibited between the hours of 10:00 p.m. to 7:00 a.m.

c. Trash: All trash must be loaded onto trucks within the loading area.

d. All loading/unloading for the commercial space, move-ins/move-outs for the residential tenants, and trash collection shall occur on-site and within the dedicated loading zone. These activities shall be prohibited from occurring on-street.

Traffic/Street Infrastructure Conditions

11. If it is determined by the Village that there is unsatisfactory traffic circulation and congestion within and through the subject property, the Applicant must work with the Village to modify the site circulation and access as necessary to mitigate for any such issues.

12. The Applicant shall work with the Village to implement improvements to the following intersections:

a. St. James/Highland: Stop sign shall be installed at the northbound approach.

b. Highland/Eastman/Bank Drive Aisle: Stop signs shall be installed at the eastbound approach and the westbound approach (as feasible) at this intersection.

Site Related

13. No later than issuance of a building permit, the Petitioner shall execute a public access/sidewalk easement along the south side of the building, at the discretion of the Village and as necessary to comply with ADA pathway widths.

14. Final streetscape along Eastman shall be consistent with downtown standards and certain modifications may be required at time of building permit (additional sidewalk width, revised tree grates, recessed building doors, et cetera) at the discretion of the Village.

15. The garage warning system shall be equipped with after-hours technology to reduce or shut off the noise during overnight times.

Building Related

16. The Applicant must comply with all of the requirements set forth in the April 12, 2023 motion of the Village's Design Commission concerning approval of the design for the building within the planned unit development.

17. All building-mounted and site mechanical equipment (meters, panels, utility connections, Fire Department connections, transformers, utility pedestals, et cetera) must be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturers specifications on sound levels and attenuation and capacity for additional sound attenuation around the

units must be provided for Village review.

18. **All utility service times must be underground.**
19. **The Petitioner shall continue to work with the Village on the design of the proposed Fire Department connection. Said connection shall be a low-profile design, to the satisfaction of the Fire Department, and shall not encroach into the ROW.**
20. **The location of the northernmost rooftop unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.**
21. **The Petitioner shall work with the Village on the proposed lights on the northern building elevation to ensure that they are located at low elevations and are angled towards the ground.**

ACTING CHAIRMAN GREEN: Is there a second?

COMMISSIONER CHERWIN: Can I ask Staff a question?

ACTING CHAIRMAN GREEN: Sure.

COMMISSIONER CHERWIN: Thank you.

Mr. Hubbard, I would like to consider suggesting a motion to, I know we've been here, I don't know how the other Commissioners feel about maybe allowing some additional time for the Petitioner and see if the Petitioner is up for potentially reviewing the aspects of the project with the neighborhood one more time to see if they can make some more adjustments that would allow the HANA group to feel better about the project.

So, I guess my question would be to Mr. Taylor. Would you, you know, if we vote tonight, it may not result in a positive recommendation. Would you be willing to take some additional time to consult with HANA and potentially continue this meeting to a later date?

MR. TAYLOR: I'd absolutely sit and talk with the members of HANA again. I don't know what fruit that will bear quite honestly, I think. We've done the setback on the third floor. We've moved the parking entrance down Highland. We've added considerable expense to the exterior of the parking structure to limit the amount of light emanating from the thing. We have met with a lot of, you know, challenges and I think I'd prefer a vote knowing that we've gone through these issues with the Architectural Review Commission from an architecture standpoint and they approved it --

COMMISSIONER CHERWIN: Okay.

COMMISSIONER JENSEN: I want to be clear. Just because I proposed this action, it doesn't say how I'm going to vote on it. I just want to get it on the table so we can actually take some action.

COMMISSIONER CHERWIN: Well, I generally like the project, but I think it needs a little bit of work to help the community feel a little bit better about it. At that point, if we've exhausted all resources and we vote on it, you know, I feel like I could support it, but I don't know that I'm there yet, so I can't make a motion to support it.

COMMISSIONER JENSEN: We don't have a second, Bruce.

MR. HUBBARD: We have a motion without a second. We have a motion without a second.

MR. CITRON: If I can, very briefly, because I know we only have now 20 minutes to discuss this, and I'm not making fun of that at all. I recognize the fact that we have

gotten very late.

If it means that there will be no second here, then we would agree to set this over. I do believe the only thing we can really address without wholesaling changes to the building, which would mean going back to DRC and potentially Inclusionary or the Housing Commission and everything else, is to work with Staff to see if there's some type of barrier to Highland. Because again, as Joe indicated, we agreed, we don't care about the access to Highland. Staff, or particularly the Fire Department and the Police Department do, and there may be some solution that keeps that access that they can get through.

I think that's really the only thing we can talk about without entirely changing the project. You may say, well, you need to entirely change the project. At that point, we'll take our chances at the Plan Commission. But if it means not getting the second means this goes forward without any recommendation, we would agree to a short continuance of this matter and let us work with Staff on some of those issues and then we'll come back.

COMMISSIONER CHERWIN: Mr. Citron, would there be any opening at all to potentially tier some aspect of the north part of the building to soften the --

MR. CITRON: The issue we really have is this, the portion of the first and second floors that are at the property line, if we had to set that back, the parking doesn't work.

COMMISSIONER CHERWIN: Well, let's say we keep the first floor the way it is. I'm talking about some upper floors potentially tiering.

MR. CITRON: Okay, we can look at it definitely at the seventh floor because of the way some of the unit sizes are and whatever. Well, I don't know that we need --

COMMISSIONER CHERWIN: I'm not asking for a commitment right now.

MR. CITRON: Yes, I don't know.

COMMISSIONER CHERWIN: I do think we should explore it.

MR. CITRON: The answer is we could look at that. So, those would be, are probably the only two things that we can look at. The density is the density of the project, what we need to make this work.

COMMISSIONER CHERWIN: I get that.

MR. CITRON: But again, density really translates, my understanding of externalities, the density in truth really just looks at traffic. We've already proven that the traffic is not going to go there. I know no one trusts it, I get it. No one in the audience trusts that. But, so there is a potential solution to that that they would trust, which is to keep our traffic, whatever that is, whether it's five percent or 15 percent, it's not going to go higher than that in reality, just to keep it off of St. James, which again, we're okay with. So, we'd like the opportunity to sit down with the Police Department and with the Fire Department and see if we can work out some compromise to do that.

We can also at the same time look at some setbacks for the remainder of the building, so long as, we're telling you straight out we can't move that garage without losing additional spaces. It just doesn't work.

COMMISSIONER SIGALOS: Can I ask a question? You make that statement, but you're over-parked. You don't need as many parking spaces as you have.

MR. CITRON: We're over-parked according to your code which is where there was some discussion with Staff, but we're parked at what Staff is comfortable with based on other developments in downtown. We would be happy not to build that lower level, okay. We're expending, as Chairman Green indicated, we're expending a lot of money to build those additional parking spaces below grade. If we had to put all of them below grade, there's no

project here. It truly doesn't work. We stretched to put that additional parking in below grade, but again, our original proposal was for 180 spaces. I'm sorry, go ahead.

MS. LAMBERT: No, it's okay. I think what's also important to understand, the way that the parking garage is configured is that essentially the easternmost half is sloping in order to get to the second level. So, the entire concept basically is predicated upon the length of that garage, because if you start to trim five feet off of it, we actually don't have the length in order to make that work. So, you know, there are other ways to configure the garage, but they would be a way lower efficiency than what we're able to achieve here.

So, unfortunately, it's not as much as, you know, it's not as simple as taking five spaces away. You'd be looking at taking 40 spaces away or whatever it would end up being.

COMMISSIONER LORENZINI: You know, all this discussion is interesting, but I think even if we figured out the way to close the street, I don't think that's really going to address the major concerns the residents have.

COMMISSIONER SIGALOS: No.

COMMISSIONER LORENZINI: So, I think we need to take a vote tonight one way or the other.

COMMISSIONER JENSEN: I didn't get a second.

COMMISSIONER SIGALOS: Yes, I mean, just because this, I mean, in my opinion, just because this fits what's in the zoning, the current zoning, doesn't mean it's the right project for that site. Doesn't mean it.

COMMISSIONER CHERWIN: Well, and to be clear, it doesn't totally fit within the zoning, otherwise we wouldn't be here, right? There are some variations, that's why we're here.

COMMISSIONER SIGALOS: Right, right.

COMMISSIONER CHERWIN: I mean, there are some modest requests.

COMMISSIONER SIGALOS: Yes, but I mean --

COMMISSIONER ENNES: Sam, correct me if I'm wrong, they don't need a positive vote from us to go to the Village Board?

MR. HUBBARD: No, correct.

COMMISSIONER CHERWIN: The consequence of a negative vote, Mr. Hubbard?

MR. HUBBARD: It changes the requirement at the Village Board from a majority to a super majority for the variations.

COMMISSIONER JENSEN: I think you're going to find that the Board, although it's probably bad to project, that they're going to be much more sensitive to the character of the neighborhood argument because I've seen them turn down a fair number of things that actually this Commission passed with a positive recommendation and they didn't get past the Board. I think you're going to run into that problem at the Board. So, if you're going to make this project work, you're probably going to have to make some modifications that take into account all that you heard from the folks who gave you an impassioned assessment of the situation. I think you're going to run into that much more so with the Board than you do with us.

MR. CITRON: I appreciate the comments. Again, we are willing to take another stab at it within the, the things I've said that we can look at, that's where we're at right now with this project. I didn't want to make promises that we couldn't keep. So, if it means continuing this and coming back with you and maybe we have the same results when we come

back to you, we're willing to do that. Otherwise, we'll take the vote and go to the Board and see what happens at that point in time.

I'm not looking forward to requiring a super majority if in fact that's the way this vote goes down. We have met the standards in your ordinance, and I think the Chairman has pointed that out, that that is the purview. I'm trying not to be too much like a lawyer. Again, I can't help myself having done this for 40 years, but we meet the standards.

The question of are we, you can deal with the issues over adjacency and whether we're in the neighborhood or not in the neighborhood, that's what's driving a lot of these votes. We are in the B-5 District. We are across the street from R-6. We meet the standards.

So, I am asking you if we do go through a vote today, to look at the standards as written in your ordinance, but with that, we are willing to continue this and take another shot at some of these issues. Thank you.

COMMISSIONER JENSEN: Sam, if you don't get a second and it just dies, what happens at this point? It goes to the Board with what?

MR. HUBBARD: Well, somebody else could make a motion.

COMMISSIONER JENSEN: Yes, but assuming we get no motion at all?

MR. HUBBARD: Yes, if no motion passes, then it would move forward without a recommendation.

COMMISSIONER JENSEN: They don't need a super majority or they do?

MR. HUBBARD: No, I think it's the same thing. Without a positive recommendation, then it needs a super majority at the Village Board, I believe, on variations.

COMMISSIONER JENSEN: Which would be how many votes out of?

MR. HUBBARD: Out of the nine members, you would need at least six.

COMMISSIONER LORENZINI: I think we should proceed and finish our job tonight. I'll second the motion.

ACTING CHAIRMAN GREEN: Roll call vote.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: No.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes. With comment.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: No.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: No.

MR. HUBBARD: Acting, I'm sorry, who did I forget? Did I forget someone?

ACTING CHAIRMAN GREEN: Ennes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: No, with comment.

MR. HUBBARD: And Acting Chair Green.

ACTING CHAIRMAN GREEN: Yes.

MR. HUBBARD: So, we have comments from Lorenzini and Ennes.

COMMISSIONER LORENZINI: I guess my comment is, even though I voted yes, I think the group here made a very, very strong argument that it doesn't fit in with the character of the area. But the thing that had us most concerned about is the one area across the street that's meant to be transitional, I'm sure that was made transitional well after many years,

well after that building was built. So, it's kind of, it's meant to be transitional but really it could never be, so we really don't have a transitional area to rely on to transition into this building.

It would be nice if we could make it a little smaller, a little less dense and maybe get some of it underground. I know there's a big expense for that, but it would be nice if we could get this building not quite as big as it is looking now for the residents.

COMMISSIONER CHERWIN: Can I make a comment?

ACTING CHAIRMAN GREEN: Whoever is next.

COMMISSIONER CHERWIN: I like this project, I want to see it work, and I really want to see the neighborhood association understand what's going on here. I mean, the Soviet style KGB outpost that's there now is not a good thing for anybody. Businesses need heads, they need people. If you want a nice, vibrant downtown community, guess what? People have to live there. It's not always going to stay the same, you know. So, if the developer comes, you know, I voted no, my hope is that the developer and you guys can talk, there can be some adjustments made, and by the time it goes to the Board we agree on something that the Board is comfortable with.

But this is not good for anybody if it stays like this and it's not good for Arlington Heights. You're not doing your neighbors any favors by leaving this thing vacant. So, keep that in mind if we all want to be good neighbors. Besides that, the Village of Arlington Heights has made policy decisions that are affecting this developer and what any developer is going to be able to do there, that's outside of any developer's control. So, if you have issues about that, then that's properly addressed at the Board level.

COMMISSIONER ENNES: My comment is I agree, I like the project. I just don't think, I think there are some things that could be done to soften the impact on the neighborhood. I hope you guys can come to terms to it because I agree with Commissioner Cherwin that it would be a vast improvement to what's there.

COMMISSIONER JENSEN: Well, I feel the same way. I think a project that does something here is very important. But I keep coming back to Mr. Lewis who made the remark is this the best you can do, can you do better? I sense that the neighborhood wants to have something there other than those buildings that are there because they've been empty and they look horrible. They're not a nice thing to look at. But you haven't totally sold them on this, and I'd like to see a project go forward here. I think you can do better.

ACTING CHAIRMAN GREEN: So, you've heard our vote and it's been denied. Our recommendation will move to the Trustees, the date being, do you have a date certain?

MR. HUBBARD: We're tentatively targeting June 5th, but we'll be in communications with you to confirm that date.

ACTING CHAIRMAN GREEN: Thank you for coming in.

Sam, should we extend this a little bit further for our second agenda item here tonight?

MR. HUBBARD: If the Commission is so inclined, I would recommend at least another extension until maybe 11:15-11:30.

COMMISSIONER CHERWIN: I move to extend to 11:30.

ACTING CHAIRMAN GREEN: Can somebody second that?

COMMISSIONER JENSEN: Second.

ACTING CHAIRMAN GREEN: Roll call vote?

MR. HUBBARD: Voice vote.

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: Voice vote, I'm sorry.

COMMISSIONER CHERWIN: I also move to allow Joe to be able to go to the bathroom.

COMMISSIONER ENNES: Yes, I feel you.

COMMISSIONER CHERWIN: Do we have a second?

ACTING CHAIRMAN GREEN: I think we should take a five-minute recess while the room is emptying as they're going home and the next Petitioner is, we'll wake them up and bring them up.

MR. HUBBARD: All right, so do we have a, is this a five-minute recess?

ACTING CHAIRMAN GREEN: Yes, five-minute recess.

(Whereupon, at 10:53 p.m., the public hearing on the above-mentioned petition was adjourned.)

APPROVED

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, RON LeGRAND, SR., depose and say that I am a digital court reporter doing business in the State of Illinois; that I reported verbatim the foregoing proceedings and that the foregoing is a true and correct transcript to the best of my knowledge and ability.

_____
RON LeGRAND, SR.

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF

_____, A.D. 2023.

_____
NOTARY PUBLIC

DATE: 1/27/23

FROM: Jorge Torres, Director of Building & Life Safety

SUBJECT: 116-120 W Eastman – Multi-family housing, underground parking and retail

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These comments are conceptual only. A formal plan review will be required.

1. The following adopted codes shall apply:
   - 2018 International Building Code with amendments
   - 2018 International Fire Code with amendments
   - 2018 International Fuel Gas Code with amendments
   - 2018 International Mechanical Code with Amendments
   - 2018 Illinois Energy Conservation Code with state amendments
   - 2018 Illinois Accessibility Code
   - 2017 National Electrical Code with amendments
   - 2014 Illinois Plumbing Code with amendments

2. The 7th floor floor-level height is 71 feet above grade. Therefore, the building shall be considered a high-rise and comply with the requirements of 2018 IBC 403. The plans do not appear to conform to this requirement.

3. As a high-rise, a fire command center is required per 2018 IBC 403.4.6 and shall comply with 2018 IFC Section 508. In order to verify compliance, please provide the proposed location and square footage of the fire command center.

4. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. 2018 IFC Appendix D – D105.1. In order to verify compliance, please provide the clear width of each street on either side of the building.

5. The east wall of the new building may be required to have a minimum fire-resistance rating of a 1-hour fire wall if on the lot line to the adjacent 1- and 2-story building. 2018 IBC 601 & 602. The plans do not appear to conform to this requirement.

6. Fire separation between R, S-2 and M shall comply with 2018 IBC Section 508.4 and Table 508.4. The plans do not appear to conform to this requirement.

7. Doors from stairwells shall open in the direction of travel at the termination point. The plans do not appear to conform to this requirement.

8. All stair enclosures are required to discharge to the exterior of the building, or shall be extended to the exterior of the building with an exit passageway. 2018 IBC 1023.1. The plans do not appear to conform to this requirement.

9. An approved water supply capable of supplying the required fire flow for fire protection shall be provided. The plans do not appear to conform to this requirement.

10. Approved radio coverage for emergency responders within the building based on the existing coverage levels utilized measured at the exterior of the building shall be provided. The plans do not appear to conform to this requirement.

11. Fire pump room location not specified. The plans do not appear to conform to this requirement.

12. Where provided, fire pump rooms and automatic sprinkler system riser rooms shall be designed with adequate space for all equipment necessary for the installation, as defined by the manufacturer, with sufficient working space around the stationary equipment. Clearances around equipment to elements of permanent construction, including other installed equipment and appliances, shall be sufficient to allow inspection, service, repair or replacement without removing such elements of permanent construction or disabling the function of a required fire-resistance-rated assembly. Fire pump and automatic sprinkler system riser rooms shall be provided with doors and unobstructed passageways large enough to allow removal of the largest piece of equipment. The plans do not appear to conform to this requirement.

13. An automatic smoke detection system is required for a high-rise building. The plans do not appear to conform to this requirement.

14. Fire department connections (FDC) shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved. In order to verify compliance, please provide the proposed location of the FDC and the location of a fire hydrant within 100 feet of the FDC. 2018 IFC 912.2.1 as amended. In order to verify compliance, please provide the location of the FDC and fire hydrant within 100 feet on the plans.

15. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.

16. The enclosed parking garage shall comply with 2018 IBC 406.2, 406.4 and 406.6

17. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements. The plans do not appear to conform to this requirement.

18. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance. The plans do not appear to conform to this requirement.

19. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space. The plans do not appear to conform to this requirement.

20. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance. The plans do not appear to conform to this requirement.

21. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official. (More than one may be required based on the size of the project/building). The plans do not appear to conform to this requirement.

22. Fire pumps, if provided, shall be installed in accordance with the 2018 International Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.

23. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements. The plans do not appear to conform to this requirement.

24. In buildings four or more stories above grade plane, one stairway shall extend to the roof surface, unless the roof has a slope steeper than four units vertical in 12 units horizontal. Proper signage is required. 2018 IBC 1011.12. The plans do not appear to conform to this requirement.

25. All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department. The plans do not appear to conform to this requirement.

26. If the elevator uses an automatic dialer, the ten-digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have the correct address information affiliated with that phone line. The plans do not appear to conform to this requirement.

27. Emergency Signs required for elevators shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS. The plans do not appear to conform to this requirement.

28. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame. The plans do not appear to conform to this requirement.

29. Areas of refuge may be required and identified with fire department communications.

30. Separate permits are required for fuel tanks to supply an emergency back-up generator if one is proposed. The plans do not appear to conform to this requirement.

31. Storage is not permitted in any mechanical, electrical, or equipment room. The plans do not appear to conform to this requirement.

32. Structural calculations shall be provided for the building including the pool located on 3rd floor.

33. The fire pump/sprinkler room shall be separated from all other areas of the building by 2-hour fire barriers and 2-hour horizontal assemblies. The fire pump/sprinkler room may be required to by located on the first floor. Its location will be determined by the Fire Department. The plans do not appear to conform to this requirement.

34. The enclosed parking garage is required to have an automatic sprinkler system. The plans do not appear to conform to this requirement.

35. The enclosed parking garage shall have mechanical ventilation. The plans do not appear to conform to this requirement.

36. The electrical room shown in the basement shall have two doors that open in the direction of egress and have panic hardware. The plans do not appear to conform to this requirement.

37. The bar in the basement is required to have two doors that open in the direction of egress and have panic hardware. The plans do not appear to conform to this requirement.

ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. **PC 23-002**
Petitioner: MYLO Residential Arlington Heights Property
c/o Joe Taylor
202 S. Cook Street, Suite 210, Barrington, IL 60010
Owner: 116-120 Eastman Apartments LLC

Contact Person: Bernard Citron, Thompson Coburn LLP
Address: 55 E. Monroe, 37th Floor
Chicago, IL 60603
Phone #: 312-580-2209
Fax #: 312-580-2201
E-Mail: bcitron@thompsoncoburn.com

P.I.N.# 03-29-316-001-0000; 03-29-316-008-0000;03-30-409-003-0000
Location: 116-120 Eastman: Eastman, Highland and St. James
Rezoning: ____ Current: B5 Proposed: ____
Subdivision: ____
# of Lots: ____ Current: ____ Proposed: ____
PUD: ✔ For: Mixed use residential/commercial
Special Use: ✔ For: ____
Land Use Variation: ✔ For: ____
Residential use in the B5 district; allow for 3 D.U
Land Use: ____ Current: 2 vacant commercial building
Proposed: ____
Site Gross Area: 43584 sq.ft.
# of Units Total: 154
1BR: 2BR: 3BR: 4BR:

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

1. PUBLIC IMPROVEMENTS REQUIRED:	YES	NO	COMMENTS
a. Underground Utilities			
Water	YES		
Sanitary Sewer			
Storm Sewer	YES		
b. Surface Improvement			
Pavement	YES		
Curb & Gutter			
Sidewalks	YES		
Street Lighting			
c. Easements			
Utility & Drainage	NO		
Access			

2. PERMITS REQUIRED OTHER THAN VILLAGE:
a. MWRDGC X b. IDOT
c. ARMY CORP d. IEPA X
e. CCHD

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?		X	
4. SITE PLAN ACCEPTABLE?		X	
5. PRELIMINARY PLAT ACCEPTABLE?		N/A	
6. TRAFFIC STUDY ACCEPTABLE?			
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?		X	
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: RWG2
DATE OF PLANS: 11/22/22

~~Director~~ VILLAGE ENGINEER — 2-8-23 Date

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
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. 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

13. The proposed volume control facility will be a private system and as such will not be the Village's responsibility to maintain. Provide calculations for sizing the weir. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing storage required, storage provided, and restrictor sizing calculations.
    a) An MWRD permit is required.
    b) Provide a stormwater narrative.
    c) The volume control facility located under pavement must be designed to AASHTO HS-25 loading standard. The volume control facility is also in the fire lane, provide calculations for the punch through loading of the tower truck with the outriggers extended.
    d) Provide the restrictor calculations for the volume control facility.
    e) The project must also meet the Village's detention requirements. As this project is located within the combined sewer area and in the downtown business district, fee in lieu of detention is acceptable. Provide calculations of the storage required to meet the Village's detention requirements. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. The volume captured in the volume control facility can be credited towards the Village's detention requirements. The deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.
    f) Clearly show the overflow route for the site.

15. The site photometric lighting diagram shows lighting intensities of 0.5 foot candles along W St James St, exceeding the 0.1 foot candles limit for single family residential. Provide additional readings to the north right-of-way. In the event the lighting intensities still exceed 0.1 foot candles, revise the lighting accordingly. 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.

16. The heavy-duty pavement section for the fire lane shall consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

17. The fire lane extends into the shared access drive aisle with the adjacent property. It is recommended that the entire width of the fire lane along the west side of the building be reconstructed with the heavy-duty pavement section.

18. The exhibit showing the turning path of the tower truck shall show maneuvering through the site in all possible directions of travel. Provide an exhibits for arrival eastbound on St James St and westbound on Eastman St.

19. The entire apron at St James St shall be removed and replaced. It is recommended to replace the west radius. The curb radius shall stop at the sidewalk.

20. The access on St James St will be under stop control. Provide detectable warning panels for the public sidewalk.

21. The parking lane along the west side of Highland Ave shall be resurfaced. The improvements shall be coordinated with the adjacent property owner.

22. Show the existing ADA ramp at the southwest corner of Highland Ave and Eastman St.

23. The curb shall be eliminated for the loading bay off of Eastman St. The apron shall be constructed in concrete.

24. Provide additional information on the accessible route from the accessible parking stalls on Highland Ave to the accessible entrance for the building.

25. The pedestrian access route along the west side of the building is intermittent, disrupted by the loading bay and the entrance to the underground parking garage. Provide additional information.

26. The drive aisle on Highland Ave will accommodate two-way traffic. Provide a striping and signage plan.

27. The existing water services shall be abandoned at the main.

28. An IEPA permit is required.

29. The water main extension will disturb the pavement on W St James St. The pavement shall be resurfaced to the centerline.

30. The existing 1" residential water service to be connected to the proposed 8" water main shall be coordinated with the homeowner.

31. Identify the location of the existing sanitary sewer service for 116 W Eastman St. The sanitary sewer services shall be abandoned.

32. The proposed sanitary sewer service is shown to be located under the building. It is recommended that the sanitary sewer main be extended from the intersection of W Eastman St and N Vail Ave west, with the sanitary sewer service connecting to the new main. The GIS information is provided as an attachment.

Traffic:

33. The location of the restaurant could result in delivery vans or semi-trucks parking on Highland Ave, obstructing northbound traffic. It is recommended that a condition be established in the ordinance to require the loading bays to be used for deliveries.

Public Works:

34. The water main shall loop to Northwest Highway, or Eastman St to Vail Ave.

35. The pavement repair on St James St for the utility connections shall be full depth and width.

36. A note shall be provided that the pavement on W Eastman St and W St James St shall be replaced or milled as necessary.

37. No roadway patch shall be less than 4 ft wide.

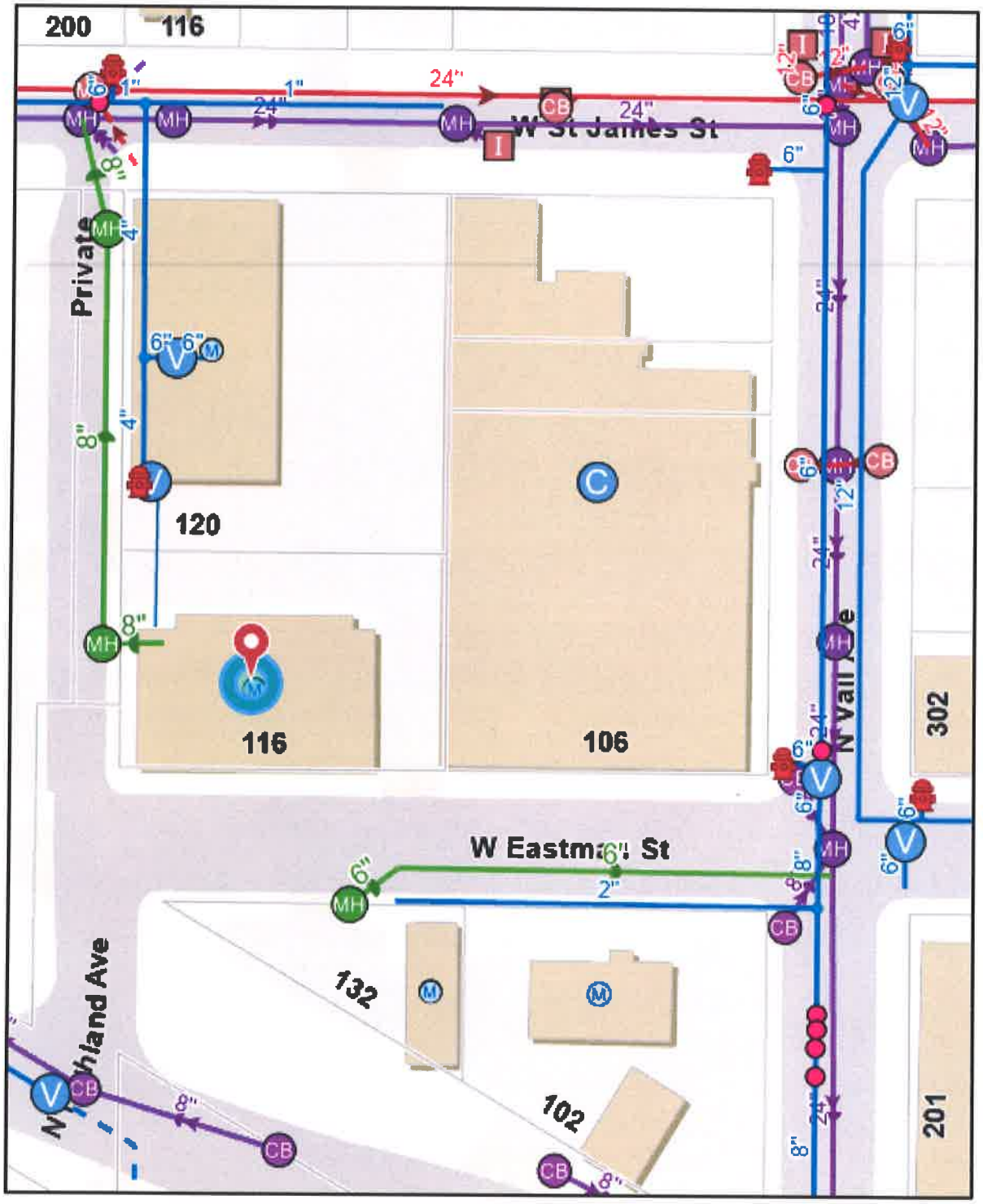
38. The existing utility manholes that are proposed to be reused shall be televised and condition verified adequate for reconstruction.

39. The brick paver section along W St James St shall match the downtown streetscape.

2/8/23

Michael L. Pagones, P.E. Date
Village Engineer

Attachments:
GIS information


200
116
W St James St
Private
120
116
106
N Vail Ave
302
W Eastman St
132
102
201
24"
12"
8"
6"
4"
2"
1"
MH
CB
V
C
M
I

Arlington Heights Fire Department

David Roberts, Division Chief
droberts@vah.com
Telephone 847/368-5457 · Facsimile 847/368-5995

P.C. Number 23-002
Project Name Multi-Family underground parking and retail space
Project Location 116 – 120 West Eastman
Planning Department Contact Sam Hubbard

February 10th, 2023

1. 503.2.3 Surface. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. Please provide details that the fire apparatus access road meets this requirement.

2. 503.3 Marking. Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility. Please provide a drawing that shows parking details and proposed signage along Eastman and St. James St.

3. D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds (34 050 kg). Please provide details that the fire apparatus access road meets this requirement.

4. 503.2.1 Dimensions. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm). A drawing is needed to show the height of the third-floor overhang above Highland Ave.

5. D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official. A drawing is needed to show utilities in order to confirm that the proposal meets this requirement.

Arlington Heights Fire Department

David Roberts, Division Chief
droberts@vah.com
Telephone 847/368-5457 · Facsimile 847/368-5995

6. 3310.1 Required access. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet (30 480 mm) of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available. During construction, fire department access if required.

7. 3310.2 Key boxes. Key boxes shall be provided as required by 506.1. During construction, fire department access is required to all locked accesses.

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. **PC 23-002**
Petitioner: MYLO Residential Arlington Heights Property
c/o Joe Taylor
202 S. Cook Street, Suite 210, Barrington, IL 60010
Owner: 116-120 Eastman Apartments LLC

Contact Person: Bernard Citron, Thompson Coburn LLP
Address: 55 E. Monroe, 37th Floor
Chicago, IL 60603
Phone #: 312-580-2209
Fax #: 312-580-2201
E-Mail: bcitron@thompsoncoburn.com

P.I.N.# 03-29-316-001-0000; 03-29-316-008-0000;03-30-409-003-0000
Location: 116-120 Eastman: Eastman, Highland and St. James
Rezoning: _____ Current: B5 Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: ✔ For: Mixed use residential/commercial
Special Use: ✔ For: _____
Land Use Variation: ✔ For: _____
Residential use in the B5 district; allow for 3 D.U
Land Use: _____ Current: 2 vacant commercial building
Proposed: _____
Site Gross Area: 43584 sq ft
# of Units Total: 154
1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

A recycling plan will need to be submitted upon occupancy.

The pool will need a permit and license from the Illinois Department of Public Health.

Jeff Bohner
Environmental Health Officer — 1/25/23 Date

Director — Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

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

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

	YES	NO	
1.	X		COMPLIES WITH COMPREHENSIVE PLAN?
2.	X		COMPLIES WITH THOROUGHFARE PLAN?
3.	X		VARIATIONS NEEDED FROM ZONING REGULATIONS? (See below.)
4.		X	VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? (See below.)
5.		X	SUBDIVISION REQUIRED?
6.	X		SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? (See below.)

Comments:

Please see additional comments attached.

2.13.23
Date

Planning & Community Development Dept. Review

February 13, 2023

REVIEW ROUND 1

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-002

General:

7. The Plan Commission must review and approve the following action:
   a) Planned Unit Development to allow a 154-unit multi-family residential development.
   b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
   c) A variation from Chapter 28, Section 5.1-14.1, to allow 154 units on a 43,438 square foot lot where code requires a minimum lot size of 47,000 square feet.
   d) Conceptual Special Use Permit approval for a restaurant on the subject property.
   e) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.
   f) Additional bulk variations from Chapter 28 as may be determined.

   Additional variations may be required depending upon your response to certain comments and review of the revised plans.

8. The proposed development is 12 units above maximum allowable density in the B-5 District. Section 7-1709a of the Inclusionary Zoning Ordinance (IHO) allows a 1-for-1 density increase through every affordable unit provided within the development. It is recommended that 7.5% of all units be provided as onsite affordable units (equating to 12 units). Although a density variation would still be required by Chapter 28, the development will conform to the IHO 1-to-1 density bonus allowance.

9. Since details on the restaurant have not yet been provided, only conceptual approval can be granted at this stage. Once a tenant and details on the restaurant operation have been provided, a Special Use Permit or a Special Use Permit Waiver (if eligible) will be required.

10. Please outline any communications that have taken place with the property owners to the east and west. Are these property owners aware of your project and have they expressed any initial concerns?

11. Please provide a detailed market study that evaluates the market demand for this product at this location.

12. For the tandem parking stall variation identified above, please provide a separate response justifying compliance with the standards for approval as outlined below:

    - The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
    - The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
    - The proposed variation is in harmony with the spirit and intent of this Chapter; and
    - The variance requested is the minimum variance necessary to allow reasonable use of the property.

13. Impact Fee's will be required for the residential portion of the development, in accordance with Village Policy.

14. The project narrative shall be revised accordingly:
    a) Narrative states 29 parking stalls are available on the Wintrust site, EEA study states there are 19 on the Wintrust site and 23 on the private street. A better description of where the stalls are located must be provided. Provide the data as follows: # of stalls on east side of Highland on subject property, # of stalls on west side of Highland on Wintrust property, # of stalls within the Wintrust parking lot (i.e. not on Highland).
    b) Please provide a description of any green/sustainable features proposed.
    c) Please outline expected move-in times/days, delivery times/days, and trash collection times/days.

15. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 review comments include a revision date.

16. The resubmittal shall be provided within a flash drive/USB, which shall include the response to these comments along with all revised plan sets and documents. In addition, one full sized hard copy of all revised plan sets and documents must also be provided.

Site/Infrastructure:

17. Please explore ways to increase the sidewalk width along the southwest side of the building.

18. Please identify any proposed ground mounted mechanical equipment (AC units, generators, transformers, utility pedestals etc.) on the site plans. These elements must be appropriately located and screened from view.

Building:

19. What is the "Back of House" space within the basement? Will this be storage for the restaurant? If so, it must be included in the overall restaurant square footage.

20. Does the 833 sq. ft. measurement for the "Kitchen" include the small storage room adjacent to the kitchen (assuming that room will be used by the restaurant). If that area is used by the restaurant but is not factored into the square footage, please modify the overall square footage to include this space.

21. Please confirm that both loading zones will have 14' height clearance, per Section 10.6-2 of the Zoning Code. A note shall be added to the plans.

22. The proposed canopy over the primary front entrance encroaches into the public ROW and would require a license and indemnification agreement with the Village if allowed. Will any of the building fins encroach above the ROW?

23. Will the restaurant have any outdoor seating? If so, please show this area on the plans.

24. The use of wall pack lighting is strongly discouraged. Please revise the fixtures along the northern elevation to reduce glare/spillover. Provide product specifications for all proposed fixtures.

25. Safety measures/warning devices for vehicles exiting the garage along Highland shall be provided.

26. Will the development include a bike parking room? Please show any proposed bike parking spaces on the floor plan (if interior) or the site plan (if exterior), including a note outlying how many spaces there will be. Per code, a minimum of 15 bike parking stalls should be provided.

Parking and Traffic:

27. Please note that the Village is still evaluating the adequacy of the proposed residential parking supply at 1.17 spaces per unit (including tandem). Typically, demand for parking in multi-family units within downtown Arlington Heights is around 1.3-1.5 spaces per unit.

28. Additional study on parking ratios in suburban downtown environments is required. Please provide current data on additional suburban downtown multi-family developments. The analysis should evaluate parking per unit as well as per bedroom. Additionally, what are the locations, sizes, development attributes (mixed-use, residential only), bedroom mix, and number of parking stalls provided in similar Compasspoint projects?

29. Please provide a copy of any shared parking agreement with the property owner to the west.

30. Please note that the tandem parking stalls require a variation from Section 10.2-9. The necessary justification for said variation must be provided, as outlined above.

PUD/Construction Phasing:

31. A construction schedule and construction staging plan shall be provided, per Section 9.1i.

Prepared by:

Mylo Development
116-120 W. Eastman Street
PC #23-002
February 13, 2023

Landscaping

Public Property

1. The streetscape along Eastman Street must be consistent with the Downtown standards. Please identify the brick pavers, street trees, grates and the Sternberg light fixtures.

Private Property

1. Provide landscaping and decorative pavement at the corner of St James Street and Highland Avenue.

2. Along Highland Avenue it is recommended that specialty pavement be used for the north/south walkway. In addition, provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building.

3. Along St. James Street, the foundation plantings are in the public right of way. Please note that a license agreement and maintenance agreement will be required.

4. Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition, please provide details for the planters/green space identified on the terrace on the north elevation.

5. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

THOMPSON COBURN LLP

55 East Monroe Street
37th Floor
Chicago, IL 60603

312 346 7500 main
312 580 2201 fax
thompsoncoburn.com

Bernard I. Citron
312 580 2209 direct
bcitron@thompsoncoburn.com

March 10, 2023

VIA ELECTRONIC MAIL

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: 116-120 Eastman
Response to Staff Comments - PC 23-002

Dear Mr. Hubbard:

This letter is our teams response to your staff's comments received on February 14, 2023. Along with this letter we are including the revised plans as requested. Many of the requirements or deficiencies are based on the fact that the project has not been designed to the point where the specific code provisions have been addressed. Generally we would not begin to prepare building permit drawings (in which the various code provisions will be addressed) until after approval of the Project by the Village Board. Therefore our responses (for instance to the Building and Life Safety Comments) are that we will meet these standards on the permit drawings as then submitted.

Our responses are as follows:

<u>Building and Life Safety Comments</u>

1. The architect and their team will prepare permit and construction drawings in conformance with the Codes as set forth.
2. We accept the determination that the building is considered a high rise and all aspects (emergency egress, fire alarms, etc) will be designed in accordance with the code provisions so noted. The design of the building has not proceeded to the point where we have prepared the building design addressing compliance with 2018-IBC-403. Once the permit plans have been completed they will be submitted to show compliance with the requirements noted.
3. We accept the determination that the building is considered a high rise and all aspects (emergency egress, fire alarms, etc) will be designed in accordance with the code provisions so noted. The design of the building has not proceeded to the point where we have prepared the building design addressing compliance with 2018-IBC-403. Once the permit plans have been completed they will be submitted to show compliance with the requirements noted.

4. During our call with the Village's team in which Jorge Torres participated it was determined that we have provided the minimum fire access road width. The clear width is noted on the submitted drawings.
5. We have not designed the actual building structure at this time and will not complete this until after development approval by the Village Board. Once the permit drawings are completed they will be submitted for review by the Village to evidence conformance with the required code sections.
6. We accept the determination that the building is considered a high rise and all aspects (emergency egress, fire alarms, etc) will be designed in accordance with the code provisions so noted. The design of the building has not proceeded to the point where we have prepared the building design addressing compliance with 2018-IBC-403. Once the permit plans have been completed they will be submitted to show compliance with the requirements noted.
7. The floor plans, once prepared and submitted will show exit doors opening in the direction of travel.
8. The revised floor plans, as submitted at the time of permit drawing submittal will depict all stair enclosures discharging to the exterior of the building as required.
9. Per the requirements of the Public Works Department of the Village, we will be construction new water mains to serve the building. The new water mains will be capable of supplying the required fire flow for fire protection.
10. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
11. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
12. The fire pump rooms and automatic sprinkler system riser rooms have not yet been designed. They will be designed and constructed to meet the standards that are required to be met. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
13. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
14. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time. The FDC locations will be shown in the required locations at that time.
15. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
16. The parking garage will be designed to meet the code provisions noted therein. These requirements will be provided for at the time permit drawings are submitted for review by

the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.

17. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
18. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
19. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
20. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
21. This requirement will be provided for at the time permit drawings are submitted for review by the Village. We will not begin permit drawings until after approval of the development by the Village Board. All of these code requirements will be addressed at that time.
22. New water mains are required per the Public Works Department. Their design is shown on the revised engineering drawings submitted herewith.
23. Our elevators as specified will comply with the accessible means of egress requirements as noted.
24. We will extend one stairway up through the roof as noted.
25. The elevators as specified at the time of permit drawings being submitted shall comply with the requirements as noted.
26. The elevators as specified at the time of permit drawings being submitted shall comply with the requirements as noted.
27. The elevators as specified at the time of permit drawings being submitted shall comply with the requirements as noted.
28. The elevators as specified at the time of permit drawings being submitted shall comply with the requirements as noted.
29. We will work with the Building and Life Safety staff to determine if an area of refuge is required. If required, it will be provided and shown on the permit set of plans.
30. If an emergency generator is required, which has not yet been established we will provide the requisite permit plans for the necessary fuel tanks.
31. We recognize the prohibition of storage within mechanical, electrical and equipment rooms. The plans as submitted do not show any storage within those rooms.
32. The required structural calculations and structural plans for the entire building, including the pool will be submitted at the time that the building permits plans are submitted for review by the Village.
33. The fire separation between the Fire Pump Room and Sprinkler Room will be shown on the permit set of plans when submitted. We will comply with the standards as set forth by the code.

34. We are aware of the fire suppression system required for the building including for the garage. The fire suppression system will not be designed until the building permit plans are finalized and submitted for permits. We will comply to the standards under the code.
35. We will comply with all code requirements and will provide these plans at the time the building permit sets are submitted.
36. The electrical room will be revised so that the two doors open in the direction of egress and have panic hardware.
37. All doors from habitable spaces shall be designed so that they open in the direction of travel and will be shown on the permit set of plans and will have panic hardware as required.

Engineering Comments

Items 1 through 10 do not require responses. Item number 2 notes the various agencies that will required submission of plans and approval thereof. These submittals will made at the time final engineering plans are finished.

11. We will submit detailed plans at the time building permit plans are prepared.
12. We will geo-reference the engineering plans as required.
13. We will provide the calculations for the Volume Control Facility at the time final engineering is submitted. Prior to requesting a building permit we will work with the Village to draft and submit the OUMA. The OUMA will be executed and final sizing of the StormTech system with weir and restrictor calculations will be included at the time of final engineering submittals.
14. a. We will submit the plans, as prepared to MWRD for review. A full submittal will be made prior to submitting for the building permit.
    b. We will provide a stormwater narrative setting forth how the system will function. A narrative is included with this submittal including the fee in lieu of calculations.
    c. The volume control facility will be designed and ultimately constructed in accordance with the standards noted. Both loading requirements will be designed and met at the time of final engineering submittal.
    d. The restrictor calculations will be submitted. MWRD controls the design of these 'newer' volume control only underground systems. Typically the weir is set at the HWL in a structure and a 4" perforated pvc pipe is used as a 'restrictor'. MWRD will review and approve the design.
    e. We have determined that the Fee in Lieu of Detention program will best apply to this project. The final amount will be calculated after final engineering plans are reviewed and approved and payment made at the time building permits are applied for. The volume for our detention fee in lieu of requirements is included in our stormwater narrative. We used the spreadsheet provided by the Village with an assumed all impervious site at C=0.95 and bulletin 75.
    f. The overflow route is shown on the plans.
15. A photometric plan will be submitted. We do not intend to install any site lighting except for lighting on the building. It will be designed so as to meet the standards noted therein. The lighting consultant will revise the lighting plan to meet village code requirements. Detailed lighting cut sheets will be provided at the time of final design.
16. All replacement pavement shall be designed to meet the standards set forth. A note was added to the plans to reflect this requirement.
17. We will reconstruct the area upon which the fire lane is located (Highland) in accordance with the heavy duty pavement standards noted therein. This note has been added to the updated plans.

18. A revised turning path study will be submitted showing the additional turning movement requested to be studied. The auto-turn exhibit is included with the revised plans.
19. The final engineering plans will note the removal of the entire apron at St. James and replacement thereof. This revision is included in the revised plans.
20. Detectable warning panels will be provided at St. James. This revision is included in the revised plans.
21. All of pavement along Highland will be replaced after building construction is completed. A note was added to the plans and improvements will be coordinated with the adjacent property owner.
22. The ADA ramp was located on the plans.
23. The curb was eliminated and the apron shown as concrete.
24. The handicapped stalls on Highland have a path of under 5% in slope and over 3'-0" in width to the front door on Eastman. A ramp was added at the entrance to accommodate this path to the front door
25. The stalls have to be located on Highland but the entrance is on Eastman; however the path does meet code.
26. A striping and signage plan will be submitted at the time final engineering drawings are submitted.
27. The final engineering plans will note the requirement of abandonment at the main.
28. The required IEPA permit for all new water mains will be submitted once final engineering plans are prepared.
29. Once the final water main extension is determined (as discussed in our last meeting) we will accommodate any pavement replacement requirements.
30 We will coordinate water service changes with the residential service. This will occur prior to construction of the new water mains.
31 The Village has the location of the sanitary sewer service for 116 Eastman. We will accommodate the abandonment if required.
32 . The sanitary sewer service/grease trap has to be located outside of the kitchen and cannot be closer than 10' to the volume control system. The storm sewer and waterman are also tight with the sanitary sewer if the pipe goes west rather than south. The best design is to keep the sanitary sewer shallow and to flow north to connect to the sewer on St. James. The pipe will be accessible in the parking garage and will be under the OUMA for future maintenance.

Traffic Comments

33. We will include any parking restriction in the PUD ordinance and direct all deliveries to not lock traffic adjacent to the site. These conditions are noted and will be established.

Public Works Comments

34 The water main shall loop to the watermain on St. James as recommended.
35. The pavement repair on St. James will be full depth and width as required and will be shown on the resubmitted plans.
36. The note will be added addressing the pavement along Eastman and St. James.
37. No roadway patch will less than 4 feet in width. A noted was added to the plans
38. A note will be added to the engineering specifications requiring that all manholes that are intended to be reused shall be televised.
39. A note will be added confirming that the brick paver section along St. James will match the downtown streetscape. The village's details and a design plan will be shown on the final engineering plans.

Fire Department Comments

1. The engineering specifications on the final engineering plans shall note the required cross section to support fire apparatus. Cross section details shall be added.
2. The final engineering plans shall include a plan noting where 'no parking-fire lanes' signage is required.
3. The Highland Road cross section shall be provided with our re-submittal and will show compliance with the required load bearing capacity.
4. Review of the included plans show the minimum unobstructed width of Eastman, Highland and St. James. We have provided a cross section showing that the third floor overhang is of sufficient height complying with the requirements noted therein.
5. There are no overhead utility lines.
6. A plan will be developed and submitted at the time building permits are submitted showing fire and emergency access to the Site.
7. Key boxes will be provided and shown on the Access Plan submitted at the time building permits are submitted to the Village.

Health Services Department Comments

1. A recycling plan will be prepared and submitted prior to occupancy.
2. We recognize that an Illinois Department of Public Health is required and we will submit once the pool has been constructed.

Planning Department Comments

General Comments

Notes 1 through 7 do not require responses.
The items noted in paragraph 7 set out the required approvals.

8. We will seek a variation for those units being proposed that are not permitted to be added by virtue of number of affordable units being provide onsite.
9. We accept that only conceptual approval of the restaurant will be rendered at this time. We will submit for Special Use Permit Waiver at the time additional information is known.
10. We have provided notes regarding the meeting with the adjacent neighborhood. The majority of the comments addressed the following:
    a. Height of the building
    b. Architectural Design not reflecting the single family homes.
    c. Traffic from our property existing Highland and entering St. James
    d. The designation of our building as being a rental building.
    e. Affordable dwelling units being located within our building
11. A basic market study providing information on nearby apartment occupancies has been provided. A new market study will be submitted on March 10th.
12. Providing for tandem parking spaces within the building will not alter the essential character of the neighborhood. The tandem spaces instead will allow the Developer to provide additional parking spaces for two bedroom units and one bedroom units whose occupants have more than one vehicle.
    - The plight of the owner is unique as the dimensions of the floor plat allows for the addition of the tandem parking spaces. Not including the tandem spaces would leave these 'areas' without any use.

- The proposed variation allowing for tandem parking spaces meets the intent of the Zoning Ordinance by allowing the Developer to address additional parking needs of the Building.
- The variance, allowing for the tandem spaces is the minimum required to allow for tandem spaces.

13. We will review the required impact fees for residential projects. The amounts will be in conformance with Village policy. We ask that the fees required to be paid be provided to our team.
14. a. The number of parking spaces on the Wintrust Property total 19 spaces.
    The number of parking spaces located within Highland total 9 spaces.
    b. We will provide a report noting green and sustainable features with this submittal.
    c. We will provide a memo detailing move in times and days, delivery days (which are determined by the restaurant operations which is unknown at this time) and trash collection days.
15. All plans will include revision dates.
16. All plans and this response letter shall be included on a flash drive as required.

Site/Infrastructure Comments

17. The sidewalk is as wide as it can be made.
18. We have not yet engaged a system engineer so we are not certain where ground equipment may be located. We will screen the equipment when the locations are known. We have provided a roof plan and equipment will be screened. The location of transformers are not known yet but they will be screened.

Building Comments

19. The back of house space is for storage and pantry space provided for the Resident Lounge. The basement is not intended to be open to the public and therefore is an amenity space for the building's residents. This space should not be counted with the area of the restaurant and therefore should not affect the required parking ratios.
20. The areas shown on the revised plans, submitted herewith show the total area of the restaurant. ?
21. Both loading zones have a height clearance of 14 feet.
22. We will eliminate the overhang of the entrance canopy over public ROW. The building fins will remain but they do not overhang the public ROW. Agreement.
23. There will be no outdoor seating for the restaurant.
24. We have removed the wall pack lighting and have included updated fixture specifications on our photometric plan.
25. Warning devices for vehicles existing the garage will be provided and shown on the final permit plans.
26. The floor plans include a bicycle parking room. We have identified the space count on the floor plan.

Parking and Traffic Comments

27. We are providing additional information regarding parking spaces per bedroom. It will be submitted with the revised plans.
28. We providing additional information on parking ratios per bedroom.
29. The parking and access easement will be submitted.

30. We have requested the variation for the tandem spaces and have addressed the standards in this response.

PUD/Construction Phasing Comments

31. We will provide a construction schedule. The phasing is such as the entire building will be built in one phase. Once we the Village has approved the project we can project a construction schedule.

Landscaping Comments

Public Property:

1. All landscaping will meet the required standards. We have requested a copy of the standards but have not received same.

Private Property

1. Additional landscaping will be provided at St. James and Highland where the space is available
2. We will evaluate the ability to utilize specialty paving where it does not conflict with the needed structural capabilities of the road.
3. We will seek the required license and assume all maintenance of the foundation plantings along St. James
4. Additional landscape details will be provided.
5. The required fees will be paid at the time building permits are sought.

Very truly yours,

Thompson Coburn LLP

By
Bernard I. Citron
Partner

BIC/mse

Building & Life Safety 2nd Round Comments March 15, 2023

116-120 W Eastman – Multi-family housing, underground parking and retail space.

These comments are conceptual only. A formal plan review will be required.

Previous comments from Round 1 are approved, except comment 6.

1-5. Okay

6. Fire separation between R, S-2 and M shall comply with 2018 IBC Section 508.4 and Table 508.4. Details of the required fire separation shall be shown on the plans in the Code Analysis section. Additional response not needed.

7-37. Okay.

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
Round 2

40. The petitioner's response to comment nos. 11-13, 20, 22-23, 27-30, 32-35 and 37 are acceptable.

41. The petitioner's response to comment no. 14 is noted. The stormwater narrative is acceptable. The remaining items related to final detention calculations, fee-in-lieu, volume control and the MWRD permit can be addressed at final engineering.

42. The petitioner's response to comment no. 15 is noted. The photometric lighting diagram and the associated catalog cut sheets shall be provided. This can be addressed at final engineering.

43. The petitioner's response to comment nos. 16 and 17 is noted. The fire lane shall be the heavy-duty pavement section. This can be addressed at final engineering.

44. The petitioner's response to comment no. 18 is noted. Provide an additional exhibit showing the truck entering the site from eastbound St James St.

45. The petitioner's response to comment nos. 19 and 20 are noted. The sidewalk shall carry through the curb, with the curb stopping at the sidewalk. This can be addressed at final engineering.

46. The petitioner's response to comment no. 21 is noted. In the event any of the curb separating the shared drive aisle and the bank parking lot is damaged as a result of construction, the curb shall be replaced. Provide a note on the plans. This can be addressed at final engineering.

47. The petitioner's response to comment no. 24 is noted. Additional information must be provided to verify that the accessible route to the entrance on Eastman is compliant. This can be addressed at final engineering.

48. The petitioner's response to comment no. 25 is noted. Additional information must be provided for the accessible route along the west side of the building, at the loading bay and the entrance to the garage. This can be addressed at final engineering.

49. The petitioner's response to comment no. 26 is noted. A striping and signage plan shall be provided at final engineering. Due to the increase in traffic, it is recommended that stop control be added for the bank parking lot entrances off of Highland Ave. This should be coordinated with the adjacent parcel.
50. The petitioner's response to comment no. 31 is noted. The location of the existing sanitary sewer service for 116 W Eastman St must be determined and the services shall be abandoned. This can be addressed at final engineering.

Traffic:

51. The petitioner's response to comment no. 33 is noted. The parking restriction in the PUD ordinance should direct all deliveries to use the loading bays.

Public Works:

52. The petitioner's response to comment no. 36 is noted. A note shall be provided to address the pavement on W Eastman St and W St James St. This can be addressed at final engineering.

53. The petitioner's response to comment no. 38 is noted. A note shall be provided that the manholes shall be televised to verify condition. This can be addressed at final engineering.

54. The petitioner's response to comment no. 39 is noted. The Engineering Division can be contacted to provide the downtown streetscape brick cross section. This can be addressed at final engineering.

3/23/23

Michael L. Pagones, P.E. Date
Village Engineer

Planning & Community Development Dept. Review

March 24, 2023

REVIEW ROUND 2

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-002

General:

32. The response to the following comments is acceptable: 9, 12, 14a, 14b, 19-23

33. The response to comment #7 is noted. Based on review of the revised plans, the following approvals are required:
    a) Planned Unit Development to allow a 154-unit multi-family residential development.
    b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
    c) A variation from Chapter 28, Section 5.1-14.1, to allow 154 units on a 43,438 square foot lot where code requires a minimum lot size of 47,000 square feet.
    d) Conceptual Special Use Permit approval for a restaurant on the subject property.
    e) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.

    Additional variations may be required depending upon your response to certain comments and review of the revised plans.

34. The response to comment #8 is noted. The Staff Development Committee is not supportive of the 4-unit density increase beyond the 1-to-1 density bonus as eligible with 8 affordable units. Please either propose all 12 units as affordable, or reduce the overall unit count by 4 units.

35. The response to comment #10 does not directly address the comment. To clarify, the Village would like to ensure that the development team has communicated with the abutting property owners to the east (AT&T building) and to the west (Village Bank & Trust building) to make them aware of your project and understand any concerns they may have as abutting property owners. Please reach out to these owners and summarize any concerns they may have.

36. The response to comment #11 is incomplete. No market study was provided on March 10th.

37. The response to comment #13 is noted. The impact fee chart has previously been provided to the development team.

38. The response to comment #14c is incomplete. No memo detailing move-in/out times and days was provided, no information on trash collection times was provided, and no details on estimated deliveries for the restaurant were provided. Please provide this information. Additionally, please note that deliveries will be prohibited between the hours of 10:00pm-7:00am and all loading/unloading must occur within the dedicated onsite loading zone(s) and on-street loading shall be prohibited.

39. The responses to comments #15 and #16 are acceptable. Please continue to provide revision dates on any plan sheets that are revised as a result of these comments and future resubmittal documents must be provided electronically and in paper format.

Site/Infrastructure:

40. Per code, only one loading zone is required for this development. The Staff Development Committee recognizes the benefit of having a second loading zone located adjacent to the restaurant tenant space, however, please

explore the potential benefit and feasibility of eliminating the second loading zone and relocating the garage entrance to this location and aligning the entrance with the bank driveway. This would allow approx. two additional parking stalls within the garage and approx. two additional parking stalls along Highland Avenue. Additionally, the relocated garage entrance may help to address concerns raised by the property owners to the north of the development with regards to the impacts of the garage entrance location. Also, evaluate and describe in detail how loading operations for the restaurant would occur from the loading zone off Eastman, if this relocation is feasible. Loading on Highland would not be permitted.

41. The response to comment #17 is noted.

42. The response to comment #18 is noted. Any ground mounted mechanical/utility equipment shall be appropriately sited and screened, which shall be subject to final review and approval by the Village. A condition requiring such shall be included within any recommendation to the Plan Commission.

43. The ADA parking stalls within the garage do not match between the engineering plans and the architectural plans. Please correct the applicable plan sheet. Additionally, the ADA stalls shown on the architectural plan do not appear to conform to IAC regulations with regards to the size of the shared accessible aisle. Please revise the stalls to comply with IAC regulations or provide documentation explaining how they conform to Section 502 of the IAC.

Building:

44. Additional modelling showing the proposed building height in relation to surrounding structures must be provided. It is recommended that you create a 3D model of the structures in the vicinity to show how the proposed building height interacts with surrounding structures. Additionally, it is recommended that you prepare an exhibit illustrating the impact/appearance of the existing buildings on the subject property for comparison. This will be beneficial when presenting the plan to adjacent neighborhood.

45. Please provide information on any sound attenuation equipment that is proposed around the three chillers located on the roof and explore relocation of the northern most chiller further south to reduce the potential for sound impact on neighboring property owners.

46. Please provide additional details on usage of the 3rd floor amenity deck (hours of operation, controlled/prohibited afterhours access, cameras, speakers/music, policies/procedures for usage, etc.).

47. The response to comment #24 is incomplete. Please provide the revised photometric plan and catalog cuts for the proposed fixtures.

48. The response to comment #25 is noted, however, additional details are needed. Please outline what pedestrian safety measures will be used and provide catalog cuts for any warning lights or speakers. These elements must be designed to minimize impact on surrounding property owners.

Parking and Traffic:

49. There is general concern around the provided parking supply and ratios used to determine the onsite parking demand for this project. The ratios and parking supply are lower than any other previously approved development in Downtown Arlington Heights and this is shown in the data that has been provided. This concern is compounded by the proposed 1-bdrm + den units, which will include walls and a door and have the potential to be utilized as bedrooms and increase the parking demand/change the parking ratios. Please explore the possibility of the den's being opened up without enclosing walls to make them true den spaces. Due to continued concerns regarding parking, please explore expansion of the lower level by extending the parking garage further south under the building to add additional spaces to the parking supply.

50. Specificity and greater details are needed on how the onsite parking supply would be managed and operated. Please provide a **separate** Parking Management and Operation Plan that includes the following information:
    a) Which spaces will be available for each use (residential/non-residential)? Will any parking stalls be shared/open to parking by the other use?

b) Will parking stalls be automatically included within each residential lease or will they be optional and only included with a separate charge?
c) What is the expected demand for 1-bdrm and 2-bdrm units needing two stalls? If a unit requests two stalls, how would these stalls be allocated?
d) Will a unit be able to lease more than two parking stalls?
e) Will a single unit be able to lease two single spaces even if tandem stalls are available?
f) Will specific parking stalls be assigned to specific units or will the parking stalls be open to all whom have leased a parking stall/leased a unit?
g) Where/how will guest will parking occur?
h) Plans and project renderings show the garage access as unrestricted. How will access and parking within the garage be controlled?

51. The responses to comments #27 and #28 are noted. Based on the revised Traffic and Parking study, please address the following comments:
    a) How does uncontrolled access impact the availability of parking for the commercial uses and/or guests? If commercial customers/tenants and residential guests are prohibited from accessing the garage, the analysis must be separated as well. The 19 stalls on the private lot to the west cannot be counted towards the residential parking supply.
    b) At peak demand per Table 11, what uses are using what spots? Based on peak hourly demand, it appears demand is above the overall supply.
    c) What is the rationale for the resident peak shown in Table 11 occurring at 10:00pm but then reducing overnight?
    d) Please update Table 9 (both of them) and Table 10 to include the proposed development for ease of comparison.
    e) Please clarify "Vehicles Parked" in Table 10. Is this the number of parking stalls provided/available for these developments or based on observations on the number of vehicles parked during peak times.
    f) Clarify whether the hourly parking demand in Table 10 was based on ULI projections for peak parking within the residential building. At peak occupancy, what is the metric/ratio that ULI uses to forecast peak demand for the residential component?

52. Please provide parking data on comparable developments completed and/or managed by Compasspoint (bedroom mix, number of units, square footage of any non-residential spaces, number of stalls allocated to residential vs. non-residential uses, details on how parking is managed and allocated for each use, etc.).

53. The response to comment #29 is incomplete. Please provide the parking and access easement for the 19 stalls on the Village Bank & Trust property.

PUD/Construction Phasing:

54. The response to comment #31 is not acceptable. A preliminary construction schedule and construction staging plan shall be provided, per Section 9.1i, or a variation would be required. This must be provided as part of the Plan Commission review process and cannot be provided only as part of a building permit submittal.

Prepared by:

Mylo Development
116-120 W. Eastman Street
PC #23-002
March 23, 2023

Landscaping

Public Property

1. **The streetscape along Eastman Street must be consistent with the Downtown standards. Please identify the brick pavers, street trees, grates and the Sternberg light fixtures.**

   Please coordinate with the Department of Engineering regarding the standards and update the plans identifying the streetscape elements.

Private Property

1. **Provide landscaping and decorative pavement at the corner of St James Street and Highland Avenue.**

   Please update the plan to reflect the changes.

2. **Along Highland Avenue it is recommended that specialty pavement be used for the north/south walkway. In addition, provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building.**

   Please update the plan to reflect the changes.

3. Along St. James Street, the foundation plantings are in the public right of way. Please note that a license agreement and maintenance agreement will be required.

   Response noted.

4. **Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition, please provide details for the planters/green space identified on the terrace on the north elevation.**

   Please update the plan to reflect the changes.

5. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

   Response noted.

THOMPSON COBURN LLP

55 East Monroe Street
37th Floor
Chicago, IL 60603

312 346 7500 main
312 580 2201 fax
thompsoncoburn.com

Bernard I. Citron
312 580 2209 direct
bcitron@thompsoncoburn.com

April 19, 2023

VIA ELECTRONIC MAIL

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: 116-120 Eastman
Review Letter Response

Dear Mr. Hubbard:

Thank you for the staff comments from March 15, 2023. We have submitted under separate cover revised plans for the project at 116-120 Eastman. These include Architectural Plans, Engineering Plans, Traffic and Parking Study, Market Study and Landscape Plans.

Below are our responses to Staff Comments:

Building & Life Safety 2nd Round Comments

116-120 W Eastman – Multi-family housing, underground parking and retail space. These comments are conceptual only. A formal plan review will be required. Previous comments from Round 1 are approved, except comment 6.

1-5. Okay

RESPONSE: UNDERSTOOD

6. Fire separation between R, S-2 and M shall comply with 2018 IBC Section 508.4 and Table 508.4. Details of the required fire separation shall be shown on the plans in the Code Analysis section. Additional response not needed.

RESPONSE: WE UNDERSTAND THAT THE APPROPRIATE FIRE SEPARATION NEEDS TO BE PROVIDED AND WILL BE SHOWN ON BUILDING PERMIT PLANS.

7-37. Okay.

RESPONSE: UNDERSTOOD

40. The petitioner's response to comment nos. 11-13, 20, 22-23, 27-30, 32-35 and 37 are acceptable.

RESPONSE: UNDERSTOOD

41. The petitioner's response to comment no. 14 is noted. The stormwater narrative is acceptable. The remaining items related to final detention calculations, fee-in-lieu, volume control and the MWRD permit can be addressed at final engineering.

RESPONSE: THE REMAINING ITEMS WILL BE SUBMITTED WITH FINAL ENGINEERING

42. The petitioner's response to comment no. 15 is noted. The photometric lighting diagram and the associated catalog cut sheets shall be provided. This can be addressed at final engineering.

RESPONSE: THE PHOTOMETRIC DIAGRAM AND CATALOG CUTS HAVE BEEN PROVIDED.

43. The petitioner's response to comment nos. 16 and 17 is noted. The fire lane shall be the heavy-duty pavement section. This can be addressed at final engineering.

RESPONSE: A NOTE WILL BE ADDED INDICATING THE FIRE LANE WILL BE RESURFACED WITH HEAVY DUTY PAVEMENT.

44. The petitioner's response to comment no. 18 is noted. Provide an additional exhibit showing the truck entering the site from eastbound St James St.

RESPONSE: THE ADDITIONAL EXHIBIT HAS BEEN PROVIDED.

45. The petitioner's response to comment nos. 19 and 20 are noted. The sidewalk shall carry through the curb, with the curb stopping at the sidewalk. This can be addressed at final engineering.

RESPONSE: THIS ITEM WILL BE ADDRESSED AT FINAL ENGINEERING.

46. The petitioner's response to comment no. 21 is noted. In the event any of the curb separating the shared drive aisle and the bank parking lot is damaged as a result of construction, the curb shall be replaced. Provide a note on the plans. This can be addressed at final engineering.

RESPONSE: ANY CURB DAMAGED DURING CONSTRUCTION WILL BE REPAIRED OR REPLACED. A NOTE WILL BE SHOWN ON FINAL ENGINEERING PLANS.

47. The petitioner's response to comment no. 24 is noted. Additional information must be provided to verify that the accessible route to the entrance on Eastman is compliant. This can be addressed at final engineering.

RESPONSE: THE ACCESSIBLE ROUTE MEETS THE REQUIRED STANDARDS. ADDITIONAL INFORMATION WILL BE PROVIDED AT FINAL ENGINEERING.

48. The petitioner's response to comment no. 25 is noted. Additional information must be provided for the accessible route along the west side of the building, at the loading bay and the entrance to the garage. This can be addressed at final engineering.

RESPONSE: ADDITIONAL INFORMATION SHOWING COMPLIANCE WITH REQUIRED STANDARDS WILL BE PROVIDED WITH FINAL ENGINEERING.

49. The petitioner's response to comment no. 26 is noted. A striping and signage plan shall be provided at final engineering. Due to the increase in traffic, it is recommended that stop control be added for the bank parking lot entrances off of Highland Ave. This should be coordinated with the adjacent parcel.

RESPONSE: A STRIPPING AND SIGNAGE PLAN WILL BE PROVIDED AT FINAL ENGINEERING. WE WILL COORDINATE THE ADDITION OF STOP CONTROL FROM THE WINTRUST PARKING LOT WITH THE BUILDING OWNER.

50. The petitioner's response to comment no. 31 is noted. The location of the existing sanitary sewer service for 116 W Eastman St must be determined and the services shall be abandoned. This can be addressed at final engineering.

RESPONSE: WE WILL LOCATE THE EXISTING SANITARY SEWER AND COORDINATE THE ABANDONMENT IF REQUIRED. THIS WILL BE SHOWN ON FINAL ENGINEERING.

Traffic

51. The petitioner's response to comment no. 33 is noted. The parking restriction in the PUD ordinance should direct all deliveries to use the loading bays.

RESPONSE: WE WILL SUPPORT THIS RESTRICTION BEING MADE PART OF THE PUD ORDINANCE.

Public Works

52. The petitioner's response to comment no. 36 is noted. A note shall be provided to address the pavement on W Eastman St and W St James St. This can be addressed at final engineering.

RESPONSE: THIS NOTE SHALL BE ADDED AT THE TIME OF SUBMITTAL OF FINAL ENGINEERING.

53. The petitioner's response to comment no. 38 is noted. A note shall be provided that the manholes shall be televised to verify condition. This can be addressed at final engineering.

RESPONSE: THE NOTE REQUIRING THAT ALL MANHOLES BE TELEVISED WILL BE ADDED TO FINAL ENGINEERING PLANS.

54. The petitioner's response to comment no. 39 is noted. The Engineering Division can be contacted to provide the downtown streetscape brick cross section. This can be addressed at final engineering

RESPONSE: WE HAVE NOT YET BEEN SENT THE DOWNTOWN STREETSCAPE BRICK CROSS SECTION. THIS WILL BE ADDED TO FINAL ENGINEERING PLANS.

Planning and Development Department Comments

32. The response to the following comments is acceptable: 9, 12, 14a, 14b, 19-23

RESPONSE: UNDERSTOOD

33. The response to comment #7 is noted. Based on review of the revised plans, the following approvals are required:

a) Planned Unit Development to allow a 154-unit multi-family residential development.
b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
c) A variation from Chapter 28, Section 5.1-14.1, to allow 154 units on a 43,438 square foot lot where code requires a minimum lot size of 47,000 square feet.
d) Conceptual Special Use Permit approval for a restaurant on the subject property.
e) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.

Additional variations may be required depending upon your response to certain comments and review of the revised plans.

RESPONSE: UNDERSTOOD. FURTHER WE HAVE REDUCED THE NUMBER OF UNITS TO 150 UNITS INCLUDING 10 AFFORDABLE UNITS.

34. The response to comment #8 is noted. The Staff Development Committee is not supportive of the 4-unit density increase beyond the 1-to-1 density bonus as eligible with 8 affordable units. Please either propose all 12 units as affordable, or reduce the overall unit count by 4 units.

RESPONSE: WE HAVE REDUCED THE NUMBER OF DWELLING UNITS TO 150, ALONG WITH NOW PROVIDING 10 AFFORDABLE UNITS ON SITE. THE ADDITIONAL VARIATION IS NO LONGER REQUIRED.

35. The response to comment #10 does not directly address the comment. To clarify, the Village would like to ensure that the development team has communicated with the abutting property owners to the east (AT&T building) and to the west (Village Bank & Trust building) to make them aware of your project and understand any concerns they may have as abutting property owners. Please reach out to these owners and summarize any concerns they may have.

RESPONSE: WE HAVE COMMUNICATED THE NATURE OF THE PROJECT WITH THE ADJACENT PROPERTY OWNER AND THEY HAVE NO OBJECTIONS.

36. The response to comment #11 is incomplete. No market study was provided on March 10th.

RESPONSE: THE MARKET STUDY HAS BEEN SUBMITTED.

37. The response to comment # 13 is noted. The impact fee chart has previously been provided.

RESPONSE: WE ACKNOWLEDGE RECEIVING THE IMPACT FEE SPREADSHEET. THE APPLICABLE FEES WILL BE PAID AT THE TIME THAT BUILDING PERMIT APPLICATIONS ARE SUBMITTED.

38. The response to comment # 14 is incomplete. No memo detailing move in/move-out times and days was provided, no information on trash collection times was provided and no details on estimated deliveries for the restaurant were provided. Please provide this information. Additionally please note that deliveries will be prohibited between the hours of 10:00 pm and 7:00 am and all loading/unloading must occur with the dedicated onsite loading zone and on street loading shall be prohibited.

RESPONSE: MEMOS PROVIDING THIS INFORMATION ARE ATTACHED TO THIS LETTER.

39. The responses to comments #15 and #16 are acceptable. Please continue to provide revisions dates on any plan sheets that are revised as a result of these comments and future resubmittal documents must be provided electronically and in paper format.

RESPONSE: NOTED

40. Per code only one loading zone is required for this development. The Staff Development Committed recognizes the benefit of having a second loading zone located adjacent to the restaurant tenant space, however, please explore the potential benefit and feasibility of eliminating the second loading zone and relocating the garage entrance to this location and aligning the entrance with the bank driveway. This would allow approx. two additional parking stalls within the garage and approx. two additional parking stalls along Highland Avenue. Additionally, the relocated garage entrance may help to address concerns raised by the property owners to the north of the development with regards to the impacts of the garage entrance location. Also, evaluate and describe in detail how loading operations for the restaurant would occur from the loading zone off Eastman, if this relocation is feasible. Loading on Highland would not be permitted.

RESPONSE: THE SECOND LOADING ZONE HAS BEEN ELIMINATED AND THE GARAGE ACCESS HAS BEEN MOVED FARTHER SOUTH ALONG HIGHLAND. LOADING FOR THE RESTAURANT CAN BE ACCOMMODATED FROM EASTMAN INTERNALLY THROUGH THE BUILDING.

41. The response to comment #17 is noted.

RESPONSE: NOTED

42. The response to comment #18 is noted. Any ground mounted mechanical/utility equipment shall be appropriately sited and screened, which shall be subject to final review and approval by the Village. A condition requiring such shall be included within any recommendation to the Plan Commission.

RESPONSE: ELECTRICAL TRANSFORMERS ARE NOW SHOWN WHERE THE SECOND LOADING BERTH WAS LOCATED. WE HAVE PROVIDED SCREENING AROUND THE TRANSFORMERS. THIS IS ALL SHOWN ON THE RESUBMITTED PLANS.

43. The ADA parking stalls within the garage do not match between the engineering plans and the architectural plans. Please correct the applicable plan sheet. Additionally, the ADA stalls shown on the architectural plan do not appear to conform to IAC regulations with regards to the size of the shared accessible aisle. Please revise the stalls to comply with IAC regulations or provide documentation explaining how they conform to Section 502 of the IAC.

RESPONSE: WE HAVE SHOWN THE ADA STALLS IN THE SAME LOCATIONS ON BOTH SETS OF PLANS AND THEIR SIZE COMPLIES WITH THE IAC.

Building

44. Additional modelling showing the proposed building height in relation to surrounding structures must be provided. It is recommended that you create a 3D model of the structures in the vicinity to show how the proposed building height interacts with surrounding structures. Additionally, it is recommended that you prepare an exhibit illustrating the impact/appearance of the existing buildings on the subject property for comparison. This will be beneficial when presenting the plan to adjacent neighborhood.

RESPONSE: WE HAVE PROVIDED A 3D MODEL SHOWING OUR BUILDING IN RELATIONSHIP WITH SURROUNDING BUILDINGS.

45. Please provide information on any sound attenuation equipment that is proposed around the three chillers located on the roof and explore relocation of the northern most chiller further south to reduce the potential for sound impact on neighboring property owners.

RESPONSE: WE HAVE NOT RETAINED AN HVAC ENGINEER SO THE EQUIPMENT HAS NOT BEEN SPECIFIED. AT THE TIME A PERMIT IS APPLIED FOR WE WILL PROVIDE THE DECIBEL LEVELS OF THE EQUIPMENT AND WILL SHOW HOW THE EQUIPMENT WILL BE SCREENED.

Parking and Traffic

49. There is a general concern around the provided parking supply and ratios used to determine onsite parking.

b) Will parking stalls be automatically included within each residential lease or will they be optional and only included with a separate charge?

RESPONSE: PARKING WILL BE LEASED FOR TO TENANTS DESIRING PARKING.

c) What is the expected demand for 1-bdrm and 2-bdrm units needing two stalls? If a unit requests two stalls, how would these stalls be allocated?

RESPONSE: THE REVISED TRAFFIC AND PARKING STUDY INCLUDES THIS RESPONSE. TWO BEDROOM UNITS WILL BE THE FIRST UNITS TO BE ALLOWED TO OBTAIN TWO STALLS AND THESE WILL INITIALLY BE THE TANDEM STALLS. THEREAFTER ONE BEDROOMS WILL BE ABLE TO LEASE TWO STALLS. THE NUMBER OF INTERIOR PARKING SPACES HAS BEEN INCREASED TO 201 SPACES.

BASED ON SURVEY OF OTHER BUILDINGS THE DEMAND FOR PARKING IS LESS THAN ONE VEHICLE PER BEDROOM. WE EXPECT THAT 15 UNITS WOULD REQUEST TWO SPACES. WITH THE PROPOSED SUPPLY OF 201 SPACES UP TO 51 UNITS COULD REQUEST A SECOND SPACE.

d) Will a unit be able to lease more than two parking stalls?

RESPONSE: ONLY ONE AND TWO BEDROOM UNITS.

e) Will a single unit be able to lease two single spaces even if tandem stalls are available?

RESPONSE: NO

f) Will specific parking stalls be assigned to specific units or will the parking stalls be open to all whom have leased a parking stall/leased a unit?

RESPONSE: SPECIFIC STALLS WILL BE LEASED TO THE TENANTS LEASING THE SPACES.

g) Where/how will guest will parking occur?

RESPONSE: ALONG HIGHLAND AND IN NEARBY MUNICIPAL LOTS THAT CAN ACCOMMODATE GUESTS IN OFF HOURS.

h) Plans and project renderings show the garage access as unrestricted. How will access and parking within the garage be controlled?

RESPONSE: AN OVERHEAD DOOR HAS BEEN ADDED TO THE GARAGE ENTRANCE THAT WILL BE CONTROLLED VIA AN ELECTRONIC ACCESS METHOD.

51. The responses to comments #27 and #28 are noted. Based on the revised Traffic and Parking study, please address the following comments:

a) How does uncontrolled access impact the availability of parking for the commercial uses and/or guests? If commercial customers/tenants and residential guests are prohibited from accessing the garage, the analysis must be separated as well. The 19 stalls on the private lot to the west cannot be counted towards the residential parking supply?

RESPONSE: ACCESS WILL BE CONTROLLED WITH A GARAGE DOOR AND KEY CARD SYSTEM. THERE ARE 23 PARKING SPACES IN HIGHLAND THAT WILL BE USED FOR GUESTS AND THE RESTAURANT. THE DEMAND STUDY INDICATES THAT THESE WILL BE SUFFICIENT. THE 19 STALLS HAVE BEEN REMOVED FROM THE STUDY UNTIL WE CAN REVISE THE EASEMENT.

b) At peak demand per Table 11, what uses are using what spots? Based on peak hourly demand, it appears demand is above the overall supply.

RESPONSE: THE DEMAND STUDY HAS BEEN PROVIDED IN REVISED STUDY.

c) What is the rationale for the resident peak shown in Table 11 occurring at 10:00 pm but then reducing overnight?

RESPONSE: THE TOTAL PARKING DEMAND IS A MIXTURE OF RESIDENT AND GUEST PARKING. THE ULI TABLES ASSUME GUEST PARKING DECREASES AFTER 10:00 PM.

d) Please update Table 9 (both of them) and Table 10 to include the proposed development for ease of comparison.

RESPONSE: REPORT HAS BEEN REVISED.

e) Please clarify "Vehicles Parked" in Table 10. Is this the number of parking stalls provided/available for these developments or based on observations on the number of vehicles parked during peak times.

RESPONSE: THE ONE ARLINGTON DATA IS BASED ON THE OBSERVATION OF PARKING USAGE SURVEYED BY EEA. TWO SITE'S INFORMATION WAS BASED ON THE PARKING SUPPLY SINCE SURVEYS WERE NOT COMPLETED DUE TO GATED ENTRANCES AND THE NUMBER OF LEASED SPACES WAS NOT AVAILABLE. THE REMAIN FIVE SITES ARE BASED ON THE NUMBER OF PARKING SPACES LEASED FOR THE DEVELOPMENT.

f) Clarify whether the hourly parking demand in Table 10 was based on ULI projections for peak parking within the residential building. At peak occupancy, what is the metric/ratio that ULI uses to forecast peak demand for the residential component?

RESPONSE: THE PEAK DEMAND FOR THE RESIDENTIAL UNITS IN TABLE 10 ARE BASED ONE PARKING SPACE PER BEDROOM FROM THE SURVEY RESULTS FROM 22 OTHER AREA DEVELOPMENTS. ULI'S DEFAULT RATIO IS 1.6 SPACES PER UNIT. NO INFORMATION IS AVAILABLE ON THE BEDROOM RATIO FOR THEIR STUDY. THE ULI DATA IS BASED ON SUBURBAN DEVELOPMENT AND DOES NOT ACCOUNT FOR DOWNTOWN AREAS AND THE AVAILABILITY OF PUBLIC TRANSPORTATION. ULI AND ITE ENCOURAGES THE OF LOCAL PARKING DATA.

52. Please provide parking data on comparable developments completed and/or managed by Compasspoint (bedroom mix, number of units, square footage of any non-residential spaces, number of stalls allocated to residential vs. non-residential uses, details on how parking is managed and allocated for each use, etc.).

RESPONSE: THE COMPASSPOINT PROJECT IS NOT YET COMPLETE OR OCCUPIED

53. The response to comment #29 is incomplete. Please provide the parking and access easement for the 19 stalls on the Village Bank & Trust property

RESPONSE: WE HAVE PROVIDED THE EASEMENT AND ARE NO LONGER UTILIZING THE BANK PARKING SPACES.

PUD/Construction Phasing

54. The response to comment #31 is not acceptable. A preliminary construction schedule and construction staging plan shall be provided, per Section 9.1i, or a variation would be required. This must be provided as part of the Plan Commission review process and cannot be provided only as part of a building permit submittal.

RESPONSE: THIS HAS NOW BEEN PROVIDED SEE BELOW.

Development Schedule	Duration	Month #	
Land Acquisition		Month 0	2/28/2023
Permits/Construction Start	9 months	Month 9	11/30/2023
Construction End	17 months	Month 17	4/30/2025
Certificate of Occupancy/First Units	1 month	Month 17	5/31/2025
Stabilization - Full Building Leased	10 months	Month 26	3/31/2026

Landscaping

1. Provide landscaping and decorative pavement at the corner of St James Street and Highland Avenue.

RESPONSE: THIS WILL BE SHOWN ON THE PLANS.

2. Along Highland Avenue it is recommended that specialty pavement be used for the north/south walkway. In addition, provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building.

RESPONSE: WE ARE NOT SURE WHY SPECIAL PAVEMENT IS REQUIRED. DUE TO THE WIDTH OF THE WALKWAY WE MAINTAIN THAT IT SHOULD BE CONCRETED. THE WALKWAY IS AS WIDE AS IS POSSIBLE AND STILL PROVIDE FOR THE PARKING ALONG HIGHLAND AND REQUIRED FIRE LANE WIDTH.

3. Along St. James Street, the foundation plantings are in the public right of way. Please note that a license agreement and maintenance agreement will be required.

RESPONSE: WE WILL SEEK SUCH AN AGREEMENT PRIOR TO APPLYING FOR THE BUILDING PERMIT.

4. Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition, please provide details for the planters/green space identified on the terrace on the north elevation.

RESPONSE: THESE WILL BE PROVIDED AT THE TIME BUILDING PERMITS ARE SUBMITTED.

5. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

RESPONSE: WE ACKNOWLEDGE THIS COST.

We appreciate the time you and your staff have taken on this project. We look forward to moving forward.

Very truly yours,

Thompson Coburn LLP

By
Bernard I. Citron
Partner

BIC/mse

cc: Joe Taylor
Katie Lambert
Melissa Toops
Kathryn Talty
Steve Corcoran
Maureen Mulligan

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
Round 3

55. The petitioner's response to comment nos. 40-41, 43-46, 49-54 are acceptable.

56. The petitioner's response to comment no. 42 is noted. The photometric lighting diagram shows five F04_BK Yosemite lighting fixtures along the west side of the building. Provide additional information on where the lights will be mounted, what direction the lights will be rotated, and where the light will be aimed. This can be addressed at final engineering.

57. The petitioner's response to comment no. 47 is noted. With the addition of the tree grates on Eastman St, the accessible route is less than 4 ft wide and is non-compliant. The fire connection and the door located at the southeast corner of the building also encroach into the public right-of-way and accessible route. Provide a minimum of 5 ft for accessible route. This can be addressed at final engineering.

58. The petitioner's response to comment no. 48 is noted.
    a) The sidewalk along the west side of the building, southwest section, is less than 4 ft wide, with three doors opening out to the sidewalk within a span of 65 ft. Pedestrians could also potentially have difficulty at the corner in the transition from the public walkway along Eastman Street to the private sidewalk. It is recommended that sidewalk along the west side of the building, southwest section, be widened as much as possible while still maintaining the 26 ft fire lane. This can be addressed at final engineering.
    b) An accessible route shall be provided across the entrance to the underground parking garage. The proposed column location south of the parking garage entrance provides less than 2 ft of concrete, which would place the accessible route to the east of the column creating a site obstruction for vehicles entering the garage. Modifications should be made to the location of the columns and / or shift the entrance to provide a compliant accessible route. This can be addressed at final engineering.

Michael L. Pagones, P.E. — Date 4/25/23
Village Engineer

AT PERMIT:

High rises need uninterrupted water service (confirm with fire). Check Parkview Condos plans.
Photometric diagram and catalog cut sheets – verify Yosemite lighting fixtures along the west side of the building
Fire lane to be heavy duty (provide cross section)
Sidewalk to carry through the driveway
Additional info on accessible route and walkway along the west side of the building
Striping and signage plan, add stop signs for the bank
Abandon water services at the main
Add note that all manholes to be televised to verify condition
IEPA permit
Pavement on Eastman and St James milled as necessary (add note)
MWRD permit
Detention calculations for fee-in-lieu
OUMA
Curb to stop on either side of the sidewalk at the entrance
Provide a note that if the curb along the shared access is damaged, that it will be replaced
Location of existing sanitary sewer service to be abandoned

Planning & Community Development Dept. Review

April 28, 2023

REVIEW ROUND 3

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-002

55. The response to the following comments is acceptable: 32, 34-37, 39, 44, and 52.

56. The response to comment #37 is noted. Based on review of the revised plans, the final list of required approvals is:
    a) Planned Unit Development to allow a 150-unit multi-family residential development.
    b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
    c) A variation from Chapter 28, Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet (10-unit density increase).
    d) Conceptual Special Use Permit approval for a restaurant on the subject property.
    e) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.

57. The response to comment #40 is noted. Please provide a diagram showing the path for restaurant loading and restaurant trash removal (to the trash room). The pathway should be designed to keep these activities outside of the lobby/common spaces and should occur is separate corridors or through the garage. Can additional doors be added to allow these operations to occur outside of the lobby area and through the garage?

58. The response to comment #41 is noted. The walkway along the southwest corner of the building should be increased in width to the maximum extent feasible (and minimum of 4') while also maintaining adequate width for the fire lane (26') along the western side of the building. Please explore recessing the doors along this elevation so that they do not open directly into the walkway. Additionally, please explore recessing the door from Stairway 2 so that it does not open directly onto the public sidewalk.

59. The response to comment #42 is noted. Please clarify that the height of the fence will not exceed 6' and that is will completely screen the transformers within. Additionally, the wall openings/fins to screen the generator should be revised to be a solid building material without openings for enhanced sound buffering. If venting/air flow is required for the generator, it should discharge into the garage.

60. The response to comment #43 is noted. Please be aware that 7 ADA accessible spaces are required for the garage given the 201-space capacity. You should explore locations to incorporate an ADA space without dropping the overall stall count.

61. The response to comments #45 is noted. Based on the final design and location of the rooftop chillers, additional sound attenuation may be required.

62. The response to comment # 46 is noted. Specific restrictions on speaker usage and usage of the outdoor amenity area shall be established as part of any Plan Commission approval.

63. The response to comment #47 is noted, however, the photometric plan has not been revised to reflect the current site design. Please revise the photometric plan to reflect the current site layout.

64. The response to comment #48 is noted. The parking garage light/sound alert system must be equipped with a means to reduce volume during overnight times to restrict impacts on neighboring properties.

65. The response to comment #49 is noted. Details within the response to Round 2 comments in comparison to the Parking Management Plan were slightly different. Please revise the Parking Management Plan to acknowledge and agree to the following, which will be recommended conditions by the Village:
    a) Residential parking spaces within the garage shall be leased separately from units and shall not automatically be included within any residential lease.
    b) Any residential unit desiring 2 parking stalls within the garage must lease tandem stalls, with first priority going to two-bedroom units, if tandem stalls are available. If all tandem stalls are leased, a unit desiring two parking stalls may lease two single (non-tandem) stalls.
    c) No more than 51 residential units shall lease two stalls within the garage.
    d) No residential unit shall lease more than two parking stalls within the garage.
    e) Residential parking spaces within the garage shall be assigned and shall not operate on a first-come first-served/open to all residents basis.
    f) Access to the garage shall be controlled via a garage door.
    g) Residential guest parking within the garage shall be available.

66. The response to comment #51a, b, c, e, and f is noted. With regards to 51d, you are strongly encouraged to pursue re-establishment of the parking easement for the 19 parking stalls on the bank property due to projected commercial demand exceeding private supply of commercial parking stalls. If commercial and guest parking demand exceed supply, what is the contingency plan?

67. The response to comment #53 is noted. Please see #66 above.

68. The response to comment #54 is not acceptable. No preliminary construction staging plan was provided. A preliminary construction staging plan must be provided, identifying construction site entrances, anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on any anticipated lane closures, including info on where the closures will take place and the general timeframe for each closure. Heavy vehicle construction traffic shall be directed to Eastman and limited on St. James, and construction entrances should be located on the south side of the site. Pedestrian access within the ROW, including ADA, must be preserved during construction. Said plan must be provided within your Round 4 submission.

69. The loading zone is labeled as 10' wide but does not scale out to be that width on the plans. The doors to the trash room and lobby should both be recessed to avoid opening out into the required 10' loading space width.

70. The exterior garage entrance must be increased from 23' wide to a minimum 24' wide for accommodate for two-way traffic and comply with code.

71. Where will delivery vehicles park (i.e. Amazon, UPS, etc.)? These vehicles do not utilize the onsite loading zones.

72. How will the garage be vented? If HVAC units will be used for venting, where will these units be located?

Prepared by:

Mylo Development
116-120 W. Eastman Street
PC #23-002
April 26, 2023

Landscaping

Public Property

1. The streetscape along Eastman Street must be consistent with the Downtown standards. Please identify the brick pavers, street trees, grates and the Sternberg light fixtures.

   The streetscape along Eastman Street must be consistent with the Downtown standards and the placement of the light fixtures should be evaluated.

Private Property

1. Provide landscaping and decorative pavement at the corner of St James Street and Highland Avenue.

   Response noted

2. Along Highland Avenue it is recommended that specialty pavement be used for the north/south walkway. In addition, provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building. In addition, it is recommended that the north/south crosswalk at the intersection of Highland and Eastman consist of brick pavers.

   It appears that the walk can be widened while addressing the requirements for the fire lane. In addition, specialty pavement should be provided for the walkway and crosswalk.

3. Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition, please provide details for the planters/green space identified on the terrace on the north elevation.

   The updated landscape plan and response has been received and noted.

4. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

   Response noted

THOMPSON COBURN LLP

55 East Monroe Street
37th Floor
Chicago, IL 60603

312 346 7500 main
312 580 2201 fax
thompsoncoburn.com

Bernard I. Citron
312 580 2209 direct
bcitron@thompsoncoburn.com

May 15, 2023

VIA ELECTRONIC MAIL

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: 116-120 Eastman
Review Letter Response

Dear Mr. Hubbard:

Thank you for the staff comments from May 1, 2023. We have submitted under separate cover revised plans for the project at 116-120 Eastman. These include Architectural Plans, Engineering Plans, Traffic and Parking Study, Market Study and Landscape Plans.

Below are our responses to Staff Comments:

Engineering Comments

55. The petitioners response to comment numbers 40-41, 43-46, 49-54 are acceptable.

RESPONSE: ACCEPTED

56. The petitioners response to comment no. 42 is noted. The photometric lighting diagram shows five F04 BK Yosemite lighting fixtures along the west side of the building. Provide additional information on where the lights will be mounted, what direction lights will be rotated and where the light will be aimed. This can be addressed at final engineering.

RESPONSE: WE WILL SUBMIT ADDITIONAL INFORMATION IN THIS SUBMITTAL AND THE REVISIONS WILL BE SUBMITTED AT THE TIME OF PERMIT SUBMITTAL.

57. The petitioner's response to comment no. 47 is noted. With the addition of the tree grates on Eastman St. the accessible route is less than 4 feet wide and is non-compliant. The fire connection and the door located at the southeast corner of the building also encroaches into the public right of way and accessible route. Provide a minimum of 5 ft. for accessible route. This can be addressed at final engineering.

RESPONSE: WE WILL PROVIDE FOR ADDITIONAL SIDEWALK WIDTH ON OUR PROPERTY AND WILL AGREE TO PROVIDE A PUBLIC SIDEWALK EASEMENT. THIS

WILL BE SHOWN ON FINAL ENGINEERING PLANS. FIRE CONNECTION FIXTURES WILL BE RECESSED TO AVOID CONFLICT WITH THE SIDEWALK. IT IS NOTED THAT TREE GRATES ARE CONSIDERED COMPLIANT WITH CURRENT ADA STANDARDS.

58. The petitioner's response to comment no. 48 is noted.

a) The sidewalk along the west side of the building, southwest section is less than 4 ft. wide, with three doors opening out to the sidewalk within a span of 65 ft. Pedestrians could also potentially have difficulty at the corner in the transition from the public walkway along Eastman Street to the private sidewalk. It is recommended that the sidewalk along the west side of the building, southwest section, be widened as much as possible while still maintaining the 26 ft. fire lane. This can be addressed at final engineering.

RESPONSE: WE WILL SLIGHTLY REDUCE THE WIDTH OF THE FIRE LANE TO THE REQUIRED 26 FT AND WIDEN THE PRIVATE SIDEWALK TO A WIDTH OF 3.98 FT. (AT ITS NARROWEST). SINCE THE SIDEWALK IS PRIVATE, IT IS ALLOWED TO BE A MINIMUM OF 3 FT. IN WIDTH. WE HAVE REVISED THE FIRST LEVEL OF THE BUILDING SO THAT THE EXIT DOORS ARE RECESSED AND DO NOT IMPINGE ON THE SIDEWALK.

b) An accessible route shall be provided across the entrance to the underground parking garage. The proposed column location south of the parking garage provides less than 2 ft. of concrete which would place the accessible route to the east of the column creating a site obstruction for vehicles entering the garage. Modifications should be made to the location of the columns and or shift the entrance to provide a compliant accessible route. This can be addressed at Final Engineering.

RESPONSE: WE WILL REVIEW RECESSING THE GARAGE DOOR AT TIME OF PERMIT SUBMITTAL, CHANGE THE PAVEMENT (IF VILLAGE DECIDES IS NECESSARY) ACROSS THE GARAGE APRON IN ORDER TO PROVIDE AN ACCESSIBLE ROUTE. THE APRON WILL BE STRIPPED TO FURTHER SET OUT THE GARAGE ENTRANCE. APPROPRIATE ALARMS AND LIGHTS WILL BE ADDED THAT WILL BE TRIGGERED BY THE GARAGE DOOR OPENING.

<u>Planning and Community Development Department Review</u>

55. The response to the following comments is acceptable: 32, 34-37, 39,44, and 52.

RESPONSE: ACCEPTED

56. The response to comment no. 37 I s noted. Based on review of the revised plans, the final list of required approvals is:

a) Planned Unit Development to allow a 150 unit multi-family residential development.
b) Land Use variation to allow a predominately multi-family residential development in the B-5 District.
c) A variation from Chapter 28, Section 5.1014.1 to allow 150 units on a 43438 square foot lot where code requires a minimum lot size of 46,500 square feet (10 unit density increase)
d) Conceptual Special Use Permit approval for a restaurant on the subject property.

e) A variation form Chapter 28, Section 6.1-5.1 to allow for tandem parking stalls.

RESPONSE. WE ACCEPT THE REQUIRED APPROVALS. IN RESPONSE TO C) WE ARE PROVIDING 10 INCLUSIONARY DWELLING UNITS ON SITE IN ORDER TO JUSTIFY THE INCREASE IN DWELLING UNIT DENSITY.

57. The response to comment no. 40 is noted. Please provide a diagram showing the path for restaurant loading and restaurant trash removal (to the trash room). The pathway should be designed to keep these activities outside of the lobby/common spaces and should occur in separate corridors or through the garage. Can additional doors be added to allow these operations outside of the lobby area and through the garage?

RESPONSE: WE HAVE PROVIDED A DRAWING SHOWING THE CHANGES TO THE FIRST FLOOR PLAN SHOWING AN APPROPRIATE ROUTE FROM THE LOADING BERTH AND THE TRASH ROOM THAT ALLOWS FOR THESE ACTIVITIES TO BE SEPARATED FROM PUBLIC SPACES.

58. The response to comment no.41 is noted. The walkway along the southwest corner of the building should be increased in width to the maximum extent feasible (and minimum of 4ft.) while also maintaining adequate width for the fire lane (26ft.) along the west side of the building. Please explore recessing the doors along this elevation so that they do not open directly into the walkway. Additionally please explore recessing the door from Stairway 2 so that it does not open directly onto the public sidewalk.

RESPONSE: WE HAVE SLIGHTLY REDUCED THE PRIVATE DRIVE WIDTH TO ITS MINIMUM OF 26 FT. AND WIDENED THE PRIVATE WALK TO 3.98 FT. WE HAVE SUBMITTED A PLAN SHOWING THAT THE DOORS ARE NOW RECESSED.

59. The response to comment no. 42 is noted. Please clarify that the height of the fence will not exceed 6 ft and that it will completely screen the transformers within. Additionally, the wall openings, fins to screen the generator should be revised to be a solid building material without openings for enhanced sound buffering. If venting/air flow is required for the generator, it should discharge into the garage.

RESPONSE: WE DO NOT YET HAVE THE SPECIFICATIONS FOR THE GENERATORS OR TRANSFORMERS. THE HEIGHT OF THE FENCE WILL BE DEPENDENT ON THE HEIGHT OF THE TRANSFORMERS. WE DO NOT EXPECT THE HEIGHT TO EXCEED 10 FT. THE GENERATOR REQUIRES FRESH AIR INTAKES VIA LOUVERS ON THE FACADE. THE GENERATOR IS ONLY RUN ONCE PER MONTH FOR 15 MINUTES. IT HAS BEEN LOCATED AS FAR FROM THE NORTH ELEVATIONS AS IS POSSIBLE.

60. The response to comment no. 43 is noted. Please be aware that 7 ADA accessible spaces are required for the garage given the 201 space capacity. You should explore locations to incorporate an ADA space without dropping the overall stall count.

RESPONSE: WE HAVE PROVIDED A REVISED PLAN SHOWING THE REQUIRED MINIMUM 7 ADA COMPLIANT PARKING SPACES.

61. The response to comments no. 45 is noted. Based on the final design and location of the rooftop chillers, additional sound attenuation may be required.

RESPONSE: ONCE THE MECHANICAL HVAC DESIGN IS PREPARED WE WILL PROVIDE THE REQUIRED INFORMATION TO THE VILLAGE AT TIME OF BUILDING PERMIT. APPROPRIATE SOUND ATTENUATION MEASURES WILL BE PROVIDED ONCE THE EQUIPMENT IS SPECIFIED.

62. The response to comment no. 46 is noted. Specific restrictions on speaker usage and usage of the outdoor amenity area shall be established as part of any Plan Commission approval.

RESPONSE: THE DEVELOPER WILL NOT INSTALL ANY SPEAKERS OR SOUND SYSTEM AS PART OF THE EXTERIOR AMENITY DECK. IF REQUIRED THE BUILDING MANAGEMENT WILL CONTROL THE VOLUME OF PRIVATE (RESIDENT) SOUND SYSTEMS.

63. The response to comment no. 47 is noted, however, the photometric plan has not been revised to reflect the current site design. Please revise the photometric plan to reflect the current site layout.

RESPONSE: A REVISED PHOTOMETRIC PLAN HAS BEEN PROVIDED.

64. The response to comment no. 48 is noted. The parking garage light/sound alert system must be equipped with a means to reduce volume during overnight times to restrict impacts on neighboring properties.

RESPONSE? THE SYSTEM SPECIFIED HAS THE CAPABILITY TO REDUCE ITS VOLUME DURING NIGHT TIME HOURS.

65. The response to comment no. 49 is noted. Details within the response to Round 2 comments in comparison to the Parking Management plan were slightly different. Please revise the Parking Management Plan to acknowledge and agree to the following, which will be recommended conditions by the Village:

a) Residential parking spaces within the garage shall be leased separately from units and shall not be automatically be included within any residential lease.
b) Any residential unit desiring 2 parking stalls with the garage must lease tandem stalls, with first priority going to two bedroom units, if tandem stalls are available. If all tandem stalls are leased, a unit designing two parking stalls may lease two single (non-tandem) stalls.
c) No more than 51 residential units shall lease two stall within the garage.
d) No residential units shall lease more than two parking stalls within the garage.
e) Residential parking spaces within the garage shall be assigned and shall not operate on a first come first serve open to all residents basis.
f) Access to the garage shall be controlled via a garage door.
g) Residential guest parking within the garage shall be available

RESPONSE: WE WILL REVISE THE PARKING MANAGEMENT PLAN TO REFLECT THESE CONDITIONS.

66. The response to comment no. 51, a, b, c, e and f is noted. With regards to 51 d, you are strongly encouraged to pursues re-establishment of the parking easement for the 19 stalls on the bank property due to projected commercial demand exceeding private supply of commercial parking stalls If commercial and guest parking demand exceeds supply what is the contingency plan?

RESPONSE: WE HAVE EXHAUSTED ALL ATTEMPTS AT EXTENDING THE CURRENT PARKING EASEMENT ON THE BANK BUILDING PROPERTY. IF ADDITIONAL PARKING SPACES ARE REQUIRED DURING NON-PEAK HOURS WE WILL ENCOURAGE GUESTS AND PATRONS OF THE RESTAURANT TO UTILIZE THE NEARBY VILLAGE PUBLIC PARKING LOTS.

67. The response to comment no. 53 is noted. Please see no. 66 above.

RESPONSE: PLEASE SEE RESPONSE TO NO. 66 ABOVE.

68. The response to comment no. 54 is not acceptable. No preliminary construction staging plan was provided. Identifying construction site entrances, anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on any anticipated land closures, including info on where ethe closures will take place and the general timeframe for each closure. Heavy vehicle construction traffic shall be directed to Eastman and limited on St. James, and construction entrances should be located on the south side of the site. Pedestrian access with the ROW, including ADA, must be preserved during construction. Said plan must be provided within your Round 4 Submission.

RESPONSE: THE REQUIRED PLAN WILL BE PROVIDED WITH THIS SUBMITTAL.

69. The loading zone is labeled as 10 ft. wide but does not scale out to be that width on the plans. The doors to the trash room and lobby should be recessed to avoid opening out into the required 10 ft. loading space width.

RESPONSE: THE LOADING BERTH IS 10 FT. IN WIDTH AS REQUIRED. THE PLANS HAVE BEEN REVISED SO AS TO AVOID ANY INTRUSION INTO THE LOADING BERTH SPACE.

70. The exterior garage entrance must be increased from 23 ft. wide to a minimum of 24 wide to accommodate for two way traffic and comply with code.

RESPONSE: THE GARAGE ENTRANCE HAS BEEN REVISED TO THE REQUIRED 24 FT. BACK OF CURB TO BACK OF CURB.

71. Where will delivery vehicles park (i.e., Amazon, UPS, etc)? These vehicles do not utilize the onsite loading zones.

RESPONSE: WE WILL SEEK A 15 MINUTE LOADING ZONE ON EASTMAN TO ACCOMMODATE THESE VEHICLES.

72. How will the garage be vented? If HVAC units will be used for ventilation where will these units be located.

RESPONSE: THE GARAGE REQUIRES MECHANICAL VENTILATION. WE EXPECT TWO UNITS PER LEVEL TO BE REQUIRED. ONE WILL BE A THE NORTH EAST CORNER OF THE GARAGE AS FAR FROM THE RESIDENTIAL NEIGHBORHOOD AS IS POSSIBLE. THE SECOND UNIT WILL BE APPROXIMATELY MID-WAY ALONG HIGHLAND. ONCE THE SYSTEMS ARE DESIGNED WE WILL BE ABLE TO PROVIDE SOUND LEVELS OF THESE UNITS. FINAL SPECIFICATIONS AND LOCATIONS TO BE PROVIDED AT TIME OF BUILDING PERMIT

Landscaping

Public Property:

1. The streetscape along Eastman street must be consistent with the Downtown standards Please identify the brick pavers, street trees, grates and Stemberg light fixtures.

RESPONSE: WE WILL REVISE THE LANDSCAPE PLANS TO COMPLY WITH THE VILLAGE STANDARDS.

Private Property:

1. Provide landscaping and decorative pavement at the corner of St. James and Highland Avenue.

RESPONSE: PRIOR RESPONSE NOTED.

2. Along Highland Ave it is recommended that specialty pavement be used for the north/south walkway. In addition provide crosswalks with specialty pavement for the walkway at the drive aisle and at the loading area. Please evaluate the overall width of the walkway on the west elevation near the southwest corner of the building. IN addition it is recommended that the north/south crosswalk a the intersection of Highland and Eastman consist of brick pavers.

RESPONSE: WE HAVE SHOWN THE EASTMAN PAVERS WRAPPING AROUND THE BUILDING UP TO THE LOCATION THAT THE ARCADE BEGINS. WE WILL COORDINATE WITH STAFF AT FINAL DESIGN AS TO THE DESIRED LOCATION AND TYPE OF PAVER USED IN ANY CROSSWALK LOCATION.

3. Please indicate the plan for the planter boxes identified on the west elevation and provide landscape details. In addition please provide details for the planters/green space identified on the terrace on the north elevation. The updated landscape plan and response has been received and noted.

RESPONSE: PRIOR RESPONSE WAS ACCEPTED.

4. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

RESPONSE: OUR RESPONSE WAS NOTED.

The revised plan set has been submitted with this written set of responses. We look forward to the Plan Commission hearing on May 24, 2023.

Very truly yours,

Thompson Coburn LLP

By
Bernard I. Citron
Partner

BIC/mse

cc: Joe Taylor
Katie Lambert
Melissa Toops
Kathryn Talty
Steve Corcoran
Maureen Mulligan

Village Board
11/6/2023

Item: Presentation of New Village Logo

Department: Village Manager's Office

Presentation of New Village Logo