



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
October 25, 2017
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. CA Ventures/Sigwalt Apartments - 9/27/17
- B. Ivy Hotel - 10/11/17

IV. PUBLIC HEARINGS

- A. St. Edna Church - 2525 N. Arlington Heights Rd. - PC#17-010
PUD Amendment

V. OTHER BUSINESS

VI. ADJOURNMENT

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Item: CA Ventures/Sigwalt Apartments - 9/27/17

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
CA Ventures/Sigwalt Apartments - 9/27/17	Minutes

PLAN

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

COMMISSION

RE: CA VENTURES/SIGWALT APARTMENTS - 45 S. CHESTNUT AVE. - PC#17-008
PUD, PRELIMINARY & FINAL PLAT OF SUBDIVISION, REZONING, 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 27th day of September, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
SUSAN DAWSON
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner
BILL ENRIGHT, Deputy Director of Planning
JACOB SCHMIDT, Assistant Planner

CHAIRMAN ENNES: I call the meeting of the Arlington Heights Plan Commission to order. I would like to ask all of you to stand and join us for the pledge of allegiance.

(Pledge of allegiance.)

CHAIRMAN ENNES: Thank you, please be seated. Sam, would you call the roll?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

(No response.)

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. We have no minutes to approve, is that correct, Sam, from prior?

MR. HUBBARD: No.

CHAIRMAN ENNES: Okay. We have one petition to hear tonight, and that is Petition #17-008. I would like to call the Petitioner to please come up to the podium, and any one that is going to testify with him. I would ask you to, we will swear you in.

(Witnesses sworn.)

CHAIRMAN ENNES: As each one of you give your presentation, I'm going to ask you to state your name and spell it for our court reporter. Okay, would you please start and give us your -- I should also, Sam, were all proper notices sent out?

MR. HUBBARD: They were, yes.

CHAIRMAN ENNES: I'd like to point out Commissioner Warskow just walked in. Okay, so if the Petitioner would like to present, give us their presentation?

MR. PORTO: My name is Mike Porto, last name is P-o-r-t-o. I'm project manager at CA Ventures. We are the developer on the project.

We're going to give a quick little presentation. We also have some representatives from HKM Architects and KLOA who did our traffic study on the project. So, we'll kind of give a quick little presentation describing the project, and then obviously there is the Staff report to follow that.

The property in question here is what the Village calls Block 425, and that's located between Highland and Chestnut, and with Sigwalt on the south. I know there is an entire vacant lot there, but the property in question is the southern third of that site. That's what

we're here to discuss, not anything to the north of that.

The property is currently zoned for R-3 which is a Single Family zoning. Now, the Village Comprehensive Plan designates that this site is actually best suited for a high density multifamily which is consistent with a HARP 7 zoning. Then there's also the Downtown Village Master Plan which recommends that this site be used for, or that in general is used to strengthen residential development in the downtown area as a whole, specifically the recommendation for this site is to develop a building four to six stories in height that helps the transition from the downtown area to the residential area to the west and to the south.

So, what we are proposing tonight is a five-story, 88-unit residential apartment building, it's not condos. It will be a mix of one and two-bedroom, market rate units. There will be 110 parking spaces on site on both the first floor and the basement level. Part of what we're proposing tonight is to rezone this property from the current R-3, which is for single family homes, to an R-7, which is appropriate for the multifamily residential. Also part of what we're looking to get approved tonight is the consolidation of the current six single family lots into one consolidation.

A little bit of background on this, back in April of 2017, we met with the early Village Board Review Committee, or the early Board Review. The board in general was generally supportive of our project. They had a couple of questions and concerns that we feel that we have addressed. They told us to, you know, go along with the process, follow up to address the commissions, and we feel that we've done that.

To note, our proposal is a little bit different than what they saw back in April. Back in April, it was an 86-unit development with only 98 parking spaces. So, we have addressed parking since we last saw them. Also back in April, we met with several of you guys at the conceptual plan review or the Plat and Subdivision Committee. In general, those that we met with were pretty supportive of the project, too, and you guys encouraged us to stick with the process and keep going.

In August, we met with the Housing Commission and got approval to donate \$325,000 to the Village's affordable housing policy or fund in lieu of providing affordable units in the building. We also had a neighborhood meeting where about 45 residents showed up, and we discussed a variety of topics and concerns. Those meeting minutes have been provided in your packets.

We also had our Design Commission hearing in early August. The Commissioners had a lot of good comments for us. We decided to have a continuance of that hearing and they re-heard us a couple of weeks ago on September 12th. So, in that time, we feel we made significant improvements to the exterior design of the building, and they approved us two weeks ago.

So, a couple of other concerns I know Mike had brought up is traffic in the area. Like I said, we had a traffic report done by KLOA, and he can help address some of these questions. But in general, the proposed development seems to have a minimum impact on the neighboring streets. In fact, I think the study even says that there will be less than a one-second increase in traffic at the major intersections that are on our site. But again, KLOA can speak a little bit better to that.

So, at this point, I'd like to turn it over to Mark Hopkins with HKM Architects to kind of walk us through the site plan and the building plan.

MR. HOPKINS: My name is Mark Hopkins with HKM Architects, 43 South

Vail Avenue, Arlington Heights.

CHAIRMAN ENNES: Mark, can you spell it please?

MR. HOPKINS: H-o-p-k-i-n-s. All right. Well, what I'd like to do is give you an overview of the project, especially for those Commissioners that might not have been at the last presentation. This project is substantially similar to what we presented previously, but it has undergone scrutiny and enhancement from quite a number of stakeholders in this, you know, including the Staff and the community and then the various departments here in Arlington Heights. We think what we have is a better building. We brought a good building last time and a good project, we think it's better as a result of the process that it's undergone.

So, diagrammatically, what's on your screen right now is the site itself. I think as you read the Staff report, that the building sits on, it has three fronts basically. The technical fronts are on Chestnut and Highland, but because the long face of the building is on Sigwalt, that is, we have designed the center of the building and the entrance around that, so the lobby and the main entrance, the front door, the hello if you will, is on West Sigwalt Street. The entrance to the interior parking which is located in the basement and the first floor is off of Highland, close to the throat of the municipal garage across from the current AT&T parking lot. Then there are also various connections from the first floor units to the sidewalk via sidewalks to patios, and you can see those happening along Sigwalt Street as what looks like additional sidewalks leading up to the building.

There is about a three-foot fall on the site, from the northwest corner down to the southeast corner. The first floor of the building basically has that 0-0 or flush relationship with grades at that northwest corner, and then the grades gradually drop away to the southeast corner. We've taken that as an opportunity to create, and you won't be able to see the, but there is a line that parallels the south side of the building there on Sigwalt and wrapping up around the corners. That's a site wall, and what that's doing for us is that's giving us a general transition between the private spaces in the building that is those residential units on the first floor to a semi-private patio outside to a semi-public yard and then, finally, to the public sidewalk. So, we're using that, and you'll see it and how that works in the renderings.

It's a little bit deceiving looking at both plans on this because we're showing our amenity deck in the plan which is actually a roof deck there above the lobby. We have the lobby space entrance there in the center of the south facade of the building. Whoops, I'm out of control. So, our entry is in the center, thank you, and then this amenity deck is actually elevated at the second floor. So, while the building is a C-shape with a large courtyard recess, in the superstructure the first floor is a rectangle with the exception of the bump on the back, if you look at the north side of the site there, in the north setback, that is a one-story portion of the building that projects closer to the property line, and that actually encloses our interior ramp which connects a partial parking level on the first floor with a complete or full parking level in the basement. So, let me proceed and not belabor that.

So, there is that first floor plan. What you see is the overhead door there over on the right-hand side of the exhibit, and then that leads into an internal parking bay, first floor, you see the ramp working, you turn right and then head down into the basement parking. Then we've got six residential units along Sigwalt Street looking at Sigwalt, and then the corner units looking at Chestnut and Highland, and then our lobby there on the first floor which has leasing function and a coffee bar and mail and parcels and the like. Am I going backwards? I'm so sorry.

Then, after I fiddle around with this, this is the basement which is fully developed as parking. There's a few ancillary functions down there, bike storage, tenant storage, some mechanical spaces and what have you, but we've gotten as many cars as we can within the footprint. Then as we head upstairs, there is the diagram for the superstructure.

This is the second floor plan. The only difference between the second floor plan and the third, fourth and fifth is that two of the residential units have been removed so that we get a fitness room and a community room that give out onto the amenity roof deck that's out there. I'll show you the amenity roof deck in the landscape plan. Otherwise, the superstructure is completely developed as units in the third floor to the fifth floor.

So, this is a mix of one and two-bedroom units. There are some two-bedroom plus den units. You can see the residential elevator here in the center and then the egress stairs.

Roof plan is shown only because we needed to demonstrate that all of our rooftop equipment is screened from the street. So, we have rooftop screens not only for the residential condensers that you see there in those arrays, but also the RTUs which serve the common areas.

Now, there's the landscape plan. In the center in the courtyard then is that amenity deck. There is an arbor up there to provide a degree of shade. There is also a combination of different textures on the walking surface, and that is to be able to focus our activity there in the center of the courtyard with pavers. Then we have a little bit of a sunning function here on the screen, so we have some chaise lounges. We also have two grills out there because grilling is not allowed on the residential balconies, so there are community grills. There are also places for outdoor dining as well as some passive seating lounge type groups. Then we have other materials on the ground playing up here at the second floor, and that's simply to be a buffer between somebody's residential window and the public space and the amenity space.

You see a little bit better, how I can't handle this clicker, how the entry works in the building because the grades are falling away along Sigwalt Street. We have a number of risers here, I believe five, to get up to our front door and our residential lobby. So, what we're doing is we're kind of stretching the sidewalk here along that site wall I described and bringing it down so that it matches the sidewalk at this point. It's a little bit more gentle than a handicap ramp, so it's less than something that requires the rails, but it helps us to make that front lobby accessible.

We have permeable pavers located on some of our, on our sidewalks, and it's the darker color here. There's bike racks here with the permeable pavers under, permeable pavers under these sidewalks here, as well as the driveway approaching into our garage.

The landscape plan has been, you know, vetted with Staff and reviewed and modified. We do have underground detention and a vault system that wraps the building here in the northwest corner. So, landscaping was particularly, let's say sensitive to coordination because of the soil being precluding over story trees, so we had to sprinkle those in different places and be able to get our sweeps of landscape working with that more shallow zone of soil. It's 24 inches of soil at that point. I think that's probably enough on the landscape plan.

These are exterior images of the building, and the exterior of the building is substantially similar but it's been modified according to the comments that we have received by the Design Commission. When we last appeared before you, the superstructure of

this building as well as a lot of the interior cutout courtyard was done in an architectural metal panel that had a shape on it that, about 12 inches in the reveal, 12 inches in the reveal, 12 inches in the reveal. That gave us a texture and a lightweight material put on top, and it was black or very much like a charcoal when we first came in. We got certain comments back on that saying maybe that's not as rich as it should be, Arlington Heights is a brick town, the top of the building didn't seem to end as well as we'd like to, it's a little bit too severe for some folks. The building also had a beige brick base on it when we brought it in to you last time. But because we substituted brick on the superstructure for the outside of the C if you will, we thought it inappropriate to have three brick on the building.

So, what we presented to Design Commission as a revised building has a charcoal colored brick on the superstructure in the first floor and in the site wall. In the intermediate floors, the three floors, two, three and four, have that same medium brown or orangey brown that we had before. So, this view starts to show how that site wall is working that I keep talking about. It also shows the building, the building's backdrop as you look towards the northeast and the remainder of downtown. So, over here is part of the Village Green project, in fact, is behind in the middle part of that, and then Dunton Tower on the right of which we are a tenant, and then here, you know, intermediate is this AT&T site which we mentioned.

As we look from that corner, now we're looking towards the northwest, you see the municipal parking deck, you start to see some of that same family of colors that I mentioned, that is the brown brick. I didn't mention the cast stone lintels but you can see the cast stone and trim and banding. The heads over the windows is what I mean when I say lintel, picking up in that kind of in that vernacular of Downtown Arlington Heights, without being overly traditional if you will but being a little bit more crisp and contemporary in 2017 with it.

So, that's what we've done. We did add that little cornice at the top so that we try to end up in an appropriate way without being too strong. We didn't want to the building to kind of lean out at people. So, we did that to provide a kind of a nice termination to it.

Then finally, this is the entry to the building. There's kind of two pavilions that are there. What you're seeing here in the center is actually the entry to the building. So, here are those risers that I talked about as walking up to this paver platform or patio before you get into the building, and then this sloped sidewalk, it's not quite a ramp, and here are those bike racks and what have you.

These two pods here if you will or portions of the building that actually raise up to the rail height on our amenity deck are made of polished granite, polished black granite. Then there is a suspended canopy here, and then you can start to see, it's difficult to see it on this side but maybe on your monitors you can start to see some of those amenity structures up on the roof.

So, that is an overview of the project. There is a lot of details. Obviously we're here to answer questions. We respect the collaborative nature of working with Arlington Heights on the project. We look forward to your comments.

CHAIRMAN ENNES: Sam, can we get the Staff report?

MR. HUBBARD: Thank you, Chairman Ennes. Good evening to the Plan Commission. As you've heard, the Petitioner is proposing a five-story rental apartment development on the subject property which is located on the southwest fringe of the downtown area. Again, this is part of the property that's currently zoned R-3. In order to accommodate the proposed development, the property would need to be rezoned into the R-7 Multiple Family

Residential Zoning District. It's part of a larger Block 425 and makes up the southern third of that block, the larger block is all vacant including the subject property. Block 425 is bounded by Campbell Street to the north, Sigwalt on the south, Highland to the east, and Chestnut to the west.

Additionally, all properties and developments in the R-7 District are required to develop as a PUD, and so the Petitioner is seeking PUD approval this evening. Finally, as you've heard, they are required to consolidate the site into a one lot to accommodate the proposed development as it currently exists as six lots of record today. Their preliminary and final plat of subdivision approval is part of their petition.

Finally, there are multiple variations that have been requested as part of this development. These relate to things like density, setbacks, lot coverage, floor area ratio, the projection of the balconies, some of the aspects of the interior garage among other things. I'll try to touch on the most significant ones in this presentation. The remaining variations as listed here and are outlined in the Staff report that we provided to the Plan Commission which is available online.

So, again as you've heard, there have been several actions to date that has led the Petitioner to stand before the Plan Commission this evening. First, back in April of this year, the Petitioner appeared before the Village Board for an early review. The concept at that time was for 86 units and about 94 parking spaces as opposed to 110 that they are proposing this evening. The Village Board was generally supportive of the concept. They did have some concerns about overflow parking and the capacity within the Vail Avenue garage to accommodate that parking. I think they were hopeful that that would be analyzed during this approval process.

Next, the Applicant appeared before the Conceptual Plan Review Committee which was called the Plat and Sub at that time. Again, I think the committee was generally supportive and echoed some of the same comments that were made at the early review of the Village Board. They also strongly encouraged the developer to host a neighborhood meeting where they would introduce the development to some of the surrounding property owners and identify any issues early on in the process.

After that meeting with the Conceptual Plan Review Committee in August 15th, they met with the Housing Commission which discussed the affordability of the project relative to the Village's Multiple Family Affordable Housing Policy. According to the policy, 15 percent of the units would need to be dedicated as affordable which translates to 13. But in lieu of providing these units, the developer has proposed to pay a \$325,000 contribution to the Village's affordable housing fund which equates to \$25,000 per unit not provided. The Housing Commission found this acceptable and they provided a favorable recommendation of approval.

Next, the Petitioner held their neighborhood meeting on August 21st, and they provided a summary of that meeting which was included in the packet to the Plan Commission.

Finally, they appeared before the Design Commission on two occasions, and this resulted in a lot of positive changes to the design of the building, including changes to the exterior materials, the addition of a cornice, additional landscaping, and they recessed some balconies which actually decreased the extent of one of the variations required. Originally, a 5.3 foot variation was required on both the east and west side; because those balconies are recessed, this variation reduces by roughly maybe about 50 percent there.

The Design Commission ended up making a motion of approval with the requirement of some minor additional changes to the design, like more landscaping in front of

the transformer along Highland. Also, they required recessed balconies on the north facade which will again further reduce the extent of variation there as well. I would mention that there was a lot of discussion about the suitability of this development given the context of the neighborhood and the zoning and Comprehensive Plan. But again, the Design Commission process ended with a favorable recommendation of approval.

So, that brings me to the Comprehensive Plan. In analyzing the suitability of this development, especially in relation to the rezoning of the property into the R-7 District, we looked at both the Comprehensive Plan and the Downtown Master Plan for conformity to these previously adopted planning documents. You can see in front of you that is part of the Comprehensive Plan Map. In the bottom left-hand corner of the map, you can see the subject property outlined in red with a little arrow. The map here designates future acceptable land uses for properties in the downtown area, and the brown that you see on the map represents properties that may be suitable for R-7 zoning designated as high-density multifamily. Both properties to the north and east of the subject property are designated as appropriate for mixed use developments that are suitable for the Downtown District and the B-5 Downtown District zoning classification.

I would mention that the subject property is part of a string of high-density multifamily properties that kind of ring the downtown area. The Comprehensive Plan indicates that these properties are suitable for R-7 zoning. I think I should mention also that up until 1997, the subject property was actually shown as blue which would be more appropriate for the B-5 mixed use designation in the B-5 Zoning District, and that would allow for more intense uses of land than would be what's allowed under the R-7 zoning. However, in 1997, it was changed to the current designation as high-density multifamily. The intent back then was for this piece of property to act as a buffer between the downtown uses and the uses to the south and the west.

Staff believes that the R-7 zoning achieves the goal of providing this buffer. A B-5 zoning on this property would allow buildings around 90 to 140 feet in height. The proposed building is about 62.5 feet high. Relative to density, the B-5 would allow 112 units on this property; the developer has only proposed 88 units this evening. Relative to the use of the property, the B-5 would require that this property provide ground floor retail which would have brought more foot traffic and street level activity. So, the R-7 zoning we feel accomplishes this buffer between the downtown and the neighboring properties.

I would add that one of the land use policies in the Comprehensive Plan states that intensive developments should be limited to the downtown area and areas where there is adequate access to public transportation or in conjunction with an approved redevelopment plan. We believe that the intensity of the proposed development conforms to this standard being that it has close proximity to the downtown area and it's close to the Metra Downtown Arlington Heights Station as well. We believe that the rezoning to R-7 is compliant with the Comprehensive Plan and we are supportive of R-7 in this location.

The other planning document that we used as a guide to analyze this development was the Downtown Master Plan which was adopted in 2007 and involved participation from a 19-member task force and approximately 31 public meetings. This plan analyzed the different areas of downtown and provided specific recommendations for the redevelopment of these areas. As previously mentioned, this property is part of Block 425, and the Downtown Master Plan contains specific redevelopment recommendations for Block 425.

I'd like to highlight recommendation number one which states "relate

piecemeal development of the block in a cohesive manner with six to eight stories mixed use on the northern three-quarters of the block transitioning to four to six stories on the southern quarter of the block". The southern quarter of the block encompasses the subject property and we believe that five stories of height at the proposed development is compliant with the Downtown Master Plan. In light of this, we are supportive of the height of this development.

One of the other factors that's unique about this property, especially when compared to other R-7 properties, is that it does not directly abut any single family homes on any sides. You can see to the west there is Chestnut Avenue, to the south is Sigwalt, to the east is Highland. There are no directly abutting residential homes to this development.

This played a significant role in our analysis of the proposed variations, and I think the separation here provided by the streets has a mitigating effect on the height of the structure, on the setbacks, and on the impact of the bulk and mass of the building. I think we would have trouble supporting the extent of the proposed variations on a single development if that development site was located directly abutting a single family residential district.

One of the key variations requested has to do with the density of the proposed development. The subject property given the proposed unit mix would be able to accommodate about 54 units given the density regulations of the R-7 Zoning District. The developer has proposed 88 units. That creates the need for a density variation.

I would mention that the R-7 density regulations were last amended around 1972. That amendment established the current density regulations that are still applicable to this day. So, we have analyzed the need for this variation in the context of the average household size over the last four decades and found that actually household size has been shrinking steadily since 1970 and even well before that. You can see on the left-hand side of this slide there is data provided by the US Census. Back in 1970, the average household size was 3.14 persons and it steadily shrinks as time elapses, up until about 2010 where there's a slight rise. We would guess that this rise is because of the recession around that time. But once things settled down, we see the trend continuing nationally to further decrease average household size. When we look at this relative to local Arlington Heights data provided by the Census, the same trend is mirrored locally.

I would like to point out that average renter household size is significantly smaller than average owner household size. The R-7 Zoning density regulations don't take into account this, so we think that's an important fact. In analyzing the density variation in light of the trend showing the decrease in national and local housing sizes, we believe that the proposed density is acceptable and we are supportive of the density variation.

The developer has requested several setback variations with regard to the building, specifically on the east and west side front yards where they require 48 feet of setback. The developer is proposing 10.5 feet on the east side and 16.3 feet on the west side. To the south, it's considered an exterior side yard, the code requires a 20-foot setback. The developer is proposing 18.3-foot setback. To the north, it's a side yard and it's required to have a 34-foot setback. The developer has proposed a five-foot setback on the north side.

So, we analyzed these variations and considered the following facts relative to the variations. You'll notice on the east side and west side, there is an area, the red bubble. The developer has been required to dedicate eight feet of land on both the east and west side of their site. So, while the technical variation is 10.5 feet and 16.3 feet, it's really more like

18.5 feet and 24.3 feet on the east and west when you take into consideration this right of way dedication. Usually when a right of way is dedicated, it's because the road needs to be expanded. In this case, there are no immediate plans to expand the road width, so, you know, the area here will likely remain as green space/parkway for the immediate future and the likely long-term future. It will essentially provide a yard and a setback, just not technically by the code.

On the north side, a five-foot setback is proposed, but it's really just for this one story bump-out for the garage ramp. The rest of the building, the bulk and the mass of the five-story structure is actually set back 18.4 feet. To the south, there is a small portion of the one-story lobby that projects out into the required 20-foot setback so there it's 18.3 feet from the south property line where a 20-foot setback is required. But the actual and the bulk of the building here, which is the five-story portion, is actually set back 19.9 feet where the code requires a 20-foot setback. So, we didn't find that 0.1 foot was very significant.

We also considered the context of the building in relation to the closest single family homes that abut to the south and west. So, you can see the proposed building is at its closest point approximately 91 feet set back from the nearest single family home. Kitty corner southwest across Sigwalt and Chestnut, it's about 141 feet. To the south, it's about 92 feet. Furthermore, there are generous parkways to the south and to the west. Here it's 36 feet and to the south it's 35 feet. So, while the technical setbacks are to the property line, there's really going to be a fairly large yard abutting the proposed building.

Finally, we analyzed numerous existing buildings in the R-7 District and we found multiple examples of five-story buildings that directly abut single family homes and provide significantly less space between those buildings and the neighboring single family homes. I'd like to point out two examples that we looked at. On the left-hand side is 121 South Vail, on the right-hand side is 110 South Evergreen. These may not be the best architectural examples, but they do exist. They are part of our downtown fabric, they contribute to the overall fabric of the Village and the character of the area.

When you compare these developments, strictly on a numbers basis, to the setbacks of the proposed building, and if you take into account the right of way dedication which would be the numbers in parentheses here, when you take into account everything besides the bump-out for the garage ramp to the north, the setbacks are actually fairly comparable to what exists on similar R-7 developments. Again, these R-7 developments are in locations where they directly abut single family homes. Then if you look at it beyond just the numbers basis, the proposed development with its separation due to the abutting streets of Chestnut and Sigwalt, the proposed development is actually set back much farther from single family residential homes compared to a lot of the R-7 Zoning District developments.

Again, I would point out that if a similar development of the same intensity and needing the same number and extent of variations was proposed on a site similar to the two buildings that are shown here, I think we'd find Staff very hesitant to support those variations. But given the context of the subject site, we believe that the proposed setbacks will be acceptable and we are supportive of the variations.

Last thing I want to touch on is parking. The developer is proposing 110 parking spaces which translates to 1.25 parking spaces per unit. In order to arrive at that number, they studied similar developments in suburban downtowns across the Chicagoland area. Based on what these similar developments provide, they arrived at the 1.25 spaces per unit number, and they believe that this will capture the required parking demand of the proposed

development.

We looked at the parking ratio of the developments in our downtown area to understand what the market in Downtown Arlington Heights provides relative to parking. Based on these numbers, we believe that the amount of required parking needed to capture demand is probably somewhere closer to 1.4 to 1.5 spaces per unit. I would note that our R-7 District requires 1.5 parking spaces per unit. So, if we go through some of the data here, the two most applicable developments are Dunton Tower and Hancock Square which are both rental developments. They provide respectively 1.4 and about 1.6 spaces per unit which averages out to about 1.5. If you look at it from a parking spaces per bedroom basis, they're a little over 1.1 in average. When you look at the proposed development, it's proposed at about 0.8.

So, if the development were to provide 22 extra spaces, that would bring them up to or close to what the other rental developments in Downtown Arlington Heights provide on a per bedroom basis and similar to what they provide on a per unit basis as well. Our code allows parking requirements to be met if spaces are provided within 300 feet of the subject property which they serve. The Vail Avenue garage meets this distance requirement relative to the subject property. So, the Village can provide 22 spaces in the Vail Avenue garage which is what Staff thinks the demand would be at about 1.5 spaces per unit. Those 22 spaces, in combination with the 110 spaces provided within the building, would make the development conform to the 1.5 space ratio required in the R-7 District.

We studied the Vail Avenue garage, and for those who aren't familiar with how it's laid out, the first floor is reserved for shopper parking. The second floor is dedicated to permit only resident parking as well as the third floor. The fourth floor is dedicated to permit only resident parking and at that point it opens up to daily shopper pay. The fifth floor is only for daily pay and no overnight parking is allowed on the fifth floor.

So, really we're really looking at levels three and four to see if there is capacity to accommodate these 22 spaces. These are permit only areas, and we surveyed the usage of the garage over multiple days over multiple years. We found that, you know, the low, these figures represent the number of available spaces. So, at the peak on level three, there were still 38 spaces available in the Vail Avenue garage. During the evening times, when we would expect a resident to use it, there was significant capacity there. Then when you look at the fourth level, again those, the low, there was always at least 86 spaces available. Then during the evening hours, there's significantly more capacity.

So, in studying the capacity of the Vail Avenue garage, we believe that there is space to accommodate 22 additional spaces needed by the developer. In order to provide these spaces, we would require the developer to make a monetary contribution to the Village, of \$4,400 for each of the 22 spaces provided, which amounts to just under \$100,000. We would also require that they obtain residential parking permits for any resident that wants to use space and park their car in any of those 22 spaces.

Since the developer feels that the 1.25 spaces per unit ratio would be acceptable to capture their parking demand, staff is agreeable to a three-year monitoring period where we would track how many permits they are getting to use the 22 spaces in the garage for a period of three years, and then on years two and three we would average out the, you know, the average usage that they had out of those 22 spaces. If for example their average was 20 spaces out of the 22, then we would refund them the two-space difference between the 20 and the 22 spaces at the same rate that they paid us for those spaces. So, essentially, under that scenario,

they wouldn't have to pay for parking spaces that they didn't in reality have to use.

So, in sum, we are recommending approval of the application subject to 10 conditions. The first two conditions relate to what I just talked about relative to parking in the Vail Avenue garage. The third condition is that overhead utilities along Sigwalt Street east of Highland and west of Chestnut shall be buried unless ComEd or the Village deems it is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street. The developer is, excuse me, still analyzing the feasibility of doing that. Our Fire Department, for fire safety purposes, will need Sigwalt Street to be completely clear of overhead lines. So, at a bare minimum, the developer would be required to have no overhead lines on the north side of Sigwalt Street. For aesthetic purposes, the Planning Department is asking that all overhead lines along Sigwalt be buried, and again the developer is still looking at the feasibility of that, and that's what this condition is referencing.

We're also requiring that move-in and move-out operations be restricted between 7:00 a.m. and 6:00 p.m., Monday through Friday, and 9:00 a.m. and 4:00 p.m. on Saturday and Sunday. This is consistent with what we required for other developments within the downtown area. We're also recommending that if the developer would ever propose changing the tenancy of the building from rental to condos, that this will require an amendment to the PUD. This is because historically we've seen a little bit more parking demand in condo developments, and we would just want the opportunity to analyze if that change is acceptable.

We've also asked the developer to provide a final construction schedule and phasing plan. They've provided a fairly detailed one to date but prior to building permit I think we would just like a bit more detail on exactly when the lane closures will take place and what they will look like. We've also required that the petitioner comply with the Housing Commission motion and the Design Commission recommendations, as well as pay their school, park, and library fees. And then finally, the boilerplate condition to comply with all federal, state, and Village codes, regulations and policies.

So, again we're supportive of the development, and I'd be happy to answer any questions.

CHAIRMAN ENNES: Yes, Bill?

MR. ENRIGHT: Chairman, if I could add something? Bill Enright, Deputy Director of Planning. Just on that parking, we fully recognize that, especially levels four and five, are a lot more packed than our numbers really show, because we don't have counts for every single day over the last 10 years. We are in the process of requesting funding for a new parking study downtown which hopefully will be approved in the budget for 2018. So, that would be forthcoming to further analyze possible improvements to the Vail Avenue garage with how we allocate spaces. We've always made changes to that garage as the conditions change downtown.

So, we recognize that level four which is available to customers from 12:00 noon on but not overnight, customers coming to shop and eat and dine and go to the theater, it can get very parked especially during the summer when we have other events like Sound of Summer and events at the Metropolis Performing Arts Theater as well as the numerous restaurants. The fifth level can get crowded, too. So, we really focused on level three which is strictly permit parking. The only people that can park there without a permit would do so illegally and likely get a ticket.

So, as Sam's analysis pointed out, for the most part there's about 50

to 60 spaces available on average on level three during these counts. So, if the Board or the Plan Commission decided that we don't want to allow this developer to have any spaces in the garage, that can be accommodated. We don't have to sell spaces to them. They would need a variation for parking to do the 1.25 instead of 1.5, but the developer is actually not asking for these spaces. They don't think they need them at all. Quite frankly, it's going to be somewhat self-regulating anyway because if you have 110 spaces in the building, that's as many cars as you're going to get from the property. So, they may have to turn away some people who want to get two cars because they can only get one from the building because we're not going to sell permits to them in the garage if the Village Board ultimately decides that we don't want to.

The Village Board did make this a primary discussion according to the early review as Sam pointed out. There was quite a bit of concern from the Board about allowing this development to allocate any parking to it. So, that is still an option with this development to grant variation and say, all right, you've got your 110, that's what you're going to live with. They think it will work for them, they have shown us a lot of evidence of other developments to that effect. But Staff is recommending a little bit more as a safety net.

Bottom line is if they don't get those spaces in the Vail garage, then they're going to be limited to selling, you know, only having 110 in this development because where else are they going to park? They can't park in the streets, they'll get tickets overnight. So, no one is going to rent unless they're assured they've got a space.

So, you know, that's still I think a very valid point, and we think some of the businesses will be, you know, concerned about that. But we are going to look at the Vail garage and how the spaces are allocated. We've got a lot of different users in that garage and everybody wants the better spaces, including the residents who live here and patronize the downtown and that's their parking space in the garage, it's part of their living in downtown. So, there's a very careful balance that we have with all the different users, unique users, commuters, merchants who park and work downtown, and obviously guests which you want to make the most prime spots available for. So, that's something we would definitely be looking at the Vail garage as it relates to customer parking because we do recognize that it's an issue.

CHAIRMAN ENNES: So, individuals can't come to the Village and get a permit in the garage?

MR. ENRIGHT: They can ask, we don't have to give it to them. By and large, unless we have an agreement with a particular development downtown to provide parking, we can say no. Right now, we have been pretty liberal in allowing people to buy extra spaces in our garage for overnight parking because they live down here. But we've always said, you know, it's not a guarantee for the long term because you're supposed to be providing it mostly on your side. But we do require people to show their ID and prove that they live in the downtown.

Now, there are people that live outside of the downtown that we've been selling some permits, too, because we have lots of space overnight. It's a way to make a little bit of money off the permits. But at some point, you know, as part of the parking study, we're going to have to evaluate that. There's more pressure on parking in the downtown with the successes that we've had with all the great businesses and the development, you know, we're going to have to probably constrain some of that parking. I mean we made changes with commuter parkers downtown, not allowing people from Buffalo Grove although they don't have to come here anymore since they got the Central line and station.

So, we've always made the changes to the garage and sometimes

we're a little slow to make them. But again, we're going to do a comprehensive study and try, you know, in theory, hopefully create more spaces that are more accessible to especially customers. But we've got to keep in mind that there are other users within the garage as well.

CHAIRMAN ENNES: Okay, did you have anything else?

MR. ENRIGHT: That's it.

CHAIRMAN ENNES: Sam, thank you very much for that report. Can I have a motion?

COMMISSIONER WARSKOW: I'll make such a motion.

CHAIRMAN ENNES: To approve the --

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: And that's seconded. Okay, what we're going to do just to let the audience know here, can I see a show of hands of how many people in the audience might want to come up and make a comment? Okay, so there's a number of you. Just to let you know, what we're going to do is the Commissioners are going to ask questions. When they're done, then I will ask anybody in the audience that wants to make a comment to come forward and make them. I would appreciate, because of the number of you that want to make comments, try not to be too repetitive because I don't want to keep you guys here too late, or us. So, that's the way we're going to proceed.

Commissioner Warskow, if you would like to start?

COMMISSIONER WARSKOW: Sure. I think this came up in the last petition that we have in our Plan Commission as to our ordinances matching what actually is happening in our Village. Can I ask why the R-7 regulations are from 1970 and we don't have something more up to date that represents what we actually want to occur which is, obviously since Staff recommends this, we want to see developments like this in that area? Is there a plan to reevaluate those R-7 regulations and have them more in line with what we're willing to approve?

MR. ENRIGHT: Yes. As you're aware, there's two phases to recent code amendments to Chapter 28. The first phase was about the PUD process and some other items like permitted use table to make the zoning code more user-friendly and practical and up to date. The second phase is looking at add other items like the hardship criteria for land use variations that we always talk about because they're kind of archaic and hard to understand. So, we're hopefully fixing that and making it more clear.

As part of that, we are looking at the Multifamily Zoning Districts, not the Downtown but B-5 which allows up to 140 feet. We had that discussion about 10 years ago with the Board and no changes were recommended. But we are going to look at the R-5, R-6 and R-7 Multifamily Zoning Districts to be more consistent with what developers are looking to do these days, density standards versus population. There's a lot of single people living alone nowadays compared to 30 years ago. That's just the trend, it's been happening and it's projected to continue that way.

So, yes, we are looking at that in phase two which we're proposing to bring before the Ordinance Review Committee by the end of this year.

COMMISSIONER WARSKOW: Okay, thank you. I would look forward to that, to not having to have so many developments come before us with so many variations that puts us in an awkward position.

Question in terms of the parking. You're doing a comparison between

other rental properties in the downtown area. Do any of those have downtown parking spaces figured in those parking spaces per unit calculations? Or is that strictly just parking within the property itself?

MR. HUBBARD: Both Dunton Town and Hancock Square purchase parking from the Village. They don't provide any onsite parking. So, they park all of their, they are parking in the Village facilities.

COMMISSIONER WARSKOW: Do we know from any of these rental properties what the utilization rate is? I mean are they at 100 percent utilization of these parking spaces?

MR. HUBBARD: They purchase, you know, monthly passes for residents. So, the assumption is they're not going to purchase the pass unless they need the space. Now, we're not entirely sure that they're, you know, not purchasing spaces and perhaps they're getting assigned to other people. But generally speaking, I believe that they're not going to purchase a space or a pass unless they need it for a tenant.

COMMISSIONER WARSKOW: Okay, and then the other ones that are in the public garage, do we know that they're 100 percent leased? Have we spoken to those rental properties? Because it does seem like you're talking, you know, 1.5 versus 1.25, so there does seem to be a discrepancy there. But if they provided more parking spaces in their property than are actually being used, then you know, 1.25 doesn't look so bad.

MR. HUBBARD: Unfortunately, we don't have the actual statistics on, you know, how much of those spaces that, you know, the condo developments, that they provide onsite, how much they're used. That was one of the issues we had with the parking study that was prepared. But you know, in lieu of that information, that's why we're studying all of our downtown developments to get, you know, a general feel for what's provided on these.

COMMISSIONER WARSKOW: Then is our Vail Avenue garage analysis, I mean you mentioned that it's across multiple years. Did you work at like what the numbers look like if you just used whatever the most recent year is? Does it have lower availability? Higher availability? Because I just think taking over multiple years you can have wide variations that will make the average potentially skew in your favor as opposed to what is the most recent picture of the garage.

MR. ENRIGHT: It was this year, but you know, we recognize that the upper levels get pretty packed at times, we know that. So, the issue then becomes the middle part of the garage which is set aside for permits, which is not only commuters but merchants and residents, it's are there enough to accommodate 22? The developer doesn't think they need anything. Our Village Board has indicated that they may not be willing to sell the lease. So, if that's where we end up because we don't want to use those spaces for a certain development, then you're going to have 110 in this garage on private property and that's how many cars you'll probably have. You might even have less, you won't have more because you can only 110. So, and there's no other place to be able to park because we have a parking issue, too.

So, in a way it's going to be self-regulating on who they can rent to. If someone goes in there and says, oh, I have two cars and I want to rent a two-bedroom unit, then they'll say, well, you only get one because that's all we got left, then I'm going to have to rent somewhere else if I want my two cars.

COMMISSIONER WARSKOW: Okay, I am going to hold other questions until I hear from the residents.

CHAIRMAN ENNES: Thank you. Commissioner Lorenzini?

COMMISSIONER LORENZINI: Thank you. Sam, a couple of questions. In general, why do developers have to dedicate part of right of way? Is that because of potential widening of streets in the future? Is that really what it's all about?

MR. HUBBARD: In theory, yes. Any time you would do a subdivision, there are requirements for providing minimum right of way widths in the subdivision code. So, it's just a code requirement.

COMMISSIONER LORENZINI: Okay, that's fine.

MR. HUBBARD: Generally, the theory is that the street could be widened, although in this case there is no plan for that widening.

COMMISSIONER LORENZINI: In some of the correspondence, there is a discussion about the drainage off the site and that there is potentially a new storm sewer going in. But it doesn't sound like it's, we're not 100 percent sure when it's going to go. How is that going to work with the timing of this development? Do we need that sewer before this development goes in?

MR. HUBBARD: It's not going to work with the timing of this development, so that's why they proposed all of their detention to be accommodated onsite in that underground detention vault located at the northwest corner of their site which will be all Engineering and MWRD requirements.

COMMISSIONER LORENZINI: All right. So, any sewer after that would just be extra capacity.

MR. HUBBARD: Right, just for neighborhood flooding or something like that.

COMMISSIONER LORENZINI: Right. Sam, you showed us a couple of examples of how some R-7 developments were right up against residential properties. How did they get approved, those developments?

MR. HUBBARD: I mean through the same process I would guess. A lot of those were developed maybe in the 60's and 70's. I don't know, I think the R-7 PUD requirements weren't in the code until later on, so it could be that they were just developed by right and then all the zoning regulations and they didn't have to go through the process.

COMMISSIONER LORENZINI: Again, in the correspondence, there was some discussion about transformers or some type of utility boxes being in the front yards or out in the public view. Could you explain what that would be and what those are?

MR. HUBBARD: Yes. There is a proposed utility box that's going to right about here. Usually, we like to see something like that, you know, in the back, although in this case there's really not much room here. Obviously, you can see the ramp, and then here is the other underground detention vault. So, there's really no practical space to put that. The, we felt like is the best alternative. It's kind of close to other Village utilities located in the right of way and it's away from the single family homes to the south and to the west.

COMMISSIONER LORENZINI: No, no, that's fine. I was just thinking of one of the other developments where they had one in front of each yard. I was just hoping it wasn't going to be something like that. No, that's fine.

Is there any plan for the north two-thirds in this block at this point?

MR. HUBBARD: There are no current applications for further development in the block.

MR. ENRIGHT: We have been meeting with Bruce Adriani though, but

nothing has come forth formally.

COMMISSIONER LORENZINI: All right. Now, we've given some other developers a pretty hard time about having to have businesses on the first floor. Why isn't there a requirement for businesses here?

MR. HUBBARD: It's a requirement in the B-5 District. The proposed rezoning would be to be R-7 which does not require ground floor retail.

COMMISSIONER LORENZINI: Is there an estimated tax revenue that's going to come from this to the Village?

MR. HUBBARD: Yes, I believe in the Staff report there was an estimate.

MR. ENRIGHT: It's about \$280,000 property tax total for the property.

CHAIRMAN ENNES: That's to the Village?

MR. ENRIGHT: No, to the property tax. Most of that goes to school districts. The Village gets about 12 percent of that, could be \$45,000. Plus, the tax benefits with all the people in there buying, shopping, spending money in the downtown.

COMMISSIONER LORENZINI: Why did we accept the fee in lieu of rather than the affordable units?

MR. HUBBARD: That's the policy. We allow both, we allow the provision of the units or fee in lieu of.

MR. ENRIGHT: To a large extent, we kind of prefer to some extent the fee. That's going to a formalizing trust fund which, if some of these developments actually come into fruition, that trust fund will build up. The Housing Commission will then have enough funds to start promoting affordable housing throughout the Village.

COMMISSIONER LORENZINI: What form will that take?

MR. ENRIGHT: That remains to be seen.

COMMISSIONER LORENZINI: All right. Is there any talk or possibility of keeping subsidized rent units or subsidized rental fees in this building?

MR. HUBBARD: No, they're providing the fee in lieu of, so there is no subsidized rent.

COMMISSIONER LORENZINI: Kind of going back to what Mary Jo said, I was kind of wondering, too. This building looks nice I think, and it seems to fit in with a lot of the other large buildings. So, I'm wondering how the heck anything gets built with all these variation needs? So, I kind of was thinking along the same lines Mary Jo had, was why do we need so many variations. But as you explained, we're going to be looking at that in the future.

I've got a couple of questions for Mr. Porto, if you could come back please? What is going to be the range of rents you're looking for in these apartments? Could you spell your name?

MR. KATSAROS: Sure, I'm Matt Katsaros, K-a-t-s-a-r-o-s.

COMMISSIONER LORENZINI: The rents, what's the range of the rents for these?

MR. KATSAROS: We're averaging about \$230 per square foot. So, for 1,000 square feet, it will be \$2,300. One-bedrooms are probably 750 to 800 square feet, some of them are quite short.

COMMISSIONER LORENZINI: Who owns the property now?

MR. KATSAROS: It's a partnership, SO Holdings.

COMMISSIONER LORENZINI: But you're not --

MR. KATSAROS: No.

COMMISSIONER LORENZINI: The parking spots in the building, is that going to be part of the rent, the monthly rent?

MR. KATSAROS: Correct.

COMMISSIONER LORENZINI: How are they going to be assigned? First come first served? Would each person have an assigned spot?

MR. KATSAROS: That's a good question for the management company. I would assume they'd be assigned but I don't know that for sure. They will be rented per space.

COMMISSIONER LORENZINI: All right, that's all the questions I had for now.

CHAIRMAN ENNES: Thank you. Commissioner Green.

COMMISSIONER GREEN: I'm going to wait. I want to hear what the public has to say on this. But I have a concern over the density which, therefore, has a concern on the parking. Just a quick question for you, Sam. On levels two and three of the Vail Avenue garage, you say permit parking. Can that be commuter permit?

MR. HUBBARD: I don't believe so.

COMMISSIONER GREEN: Is that only residential?

MR. ENRIGHT: No, it's a mix. It's a mix. It's a mix kind of first come first served, too. I mean our permit spaces on two, three and four are, you know, except for Dunton Tower which gets their spaces, 50 spaces, because it goes back to 1985, the agreement. You know, it's a mix of permitable, there's permitable users utilizing the garage who are merchants who work downtown, commuters, and residents.

COMMISSIONER GREEN: Okay, so whoever wants to come up with the money.

MR. ENRIGHT: Those three users.

COMMISSIONER GREEN: Okay. I just, that's all for now. I'll hold it off until later.

CHAIRMAN ENNES: Thanks, Bruce. Commissioner Cherwin?

COMMISSIONER CHERWIN: I saw the project in the committee, so I don't really have many questions right now. I will reserve until after the public. I guess one question I will ask is, I may have missed it in your presentation and I didn't see it in your plans, but the northern elevation of the building, is that just, I noticed, you know, you're looking at the future development there to the north, but what is the plan for the northern elevation? Did I miss that in the packet?

MR. HUBBARD: I can pull it up if you want, give me half a second.

MR. ENRIGHT: One of the things they're doing with the north elevation at the request of the Design Commission is like they're doing in the east and west sides of the building fronting Highland and Chestnut, they're recessing the balconies. Not all of them, I would say 40 percent of them. There's seven tiers of balcony facing the north, and three of those tiers we've been talking to the developer about recessing similar to the side streets where it's half-recessed, and then the four other tiers would remain so that there is still undulation similar to the two sides on the east and west.

COMMISSIONER CHERWIN: Yes, okay. Just of, I'm kind of getting my sense here of the parking issue, not for the project but I'm just thinking for the future in the Downtown District, can that structure bear additional -- in the future if needed, or not?

MR. ENRIGHT: No.

COMMISSIONER CHERWIN: All right. That's it for now. I'll wait for the public comment, thanks.

CHAIRMAN ENNES: Commissioner Sigalos?

COMMISSIONER SIGALOS: Most of the questions I had were already asked and answered. I just had one other question on the property to the north. That's owned by a different group I'm assuming. Was there any possibility of purchasing additional property there and not trying to fit 10 pounds into a five-pound package?

MR. HUBBARD: I'm going to ask the Petitioner to answer that.

MR. KATSAROS: Yes, we've spoken with Mr. Adriani, he's here today. We had several meetings to talk about a potential partnership to do a larger project. Because of the zoning on the north side which is a much higher density per Sam's comments, I think the plan over there might even go bigger. We're under contract to purchase this within that R-7 context. So, when we talked about a larger project, we're going to potentially 300 units or 400 units. We kind of backed off that concept to focus on this size project.

COMMISSIONER SIGALOS: Okay, I wasn't looking to go bigger, I was just looking to try to keep the same number of units but on a larger piece of property where we didn't have all these variations that we're requiring per the current code. I know that they may be changed, but right now that's what you're dealing with.

I don't want to belabor it. I don't have anything further but I would like to hear the comments from the audience.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: I also would like to hear the comments from the audience. But one item I haven't heard any discussion on is the impact on local schools. Do we have any analysis or assessment of how many anticipated children based on other developments in the area could be feeding into, I believe this would be Westgate and South Junior High? What high school would it be going to, Meadows? Rolling Meadows. So, have you looked into that?

MR. HUBBARD: No. We don't have an estimated number of schoolchildren. However, they did submit a market study along with their petition. It was identifying, you know, primary clientele of -- or, you know, grandparents that were looking to get closer to grandchildren in the area. Then the other demographic they're targeting was younger working professionals. So, we didn't see families as the primary target for this development. It would be required to pay their fees to the school which would come in and go directly to the school as well.

MR. ENRIGHT: Our experience with our downtown developments and some of the new developments, for instance, Arlington Market, the zero lot line homes, there's, you know, very few kids, there's I think less than 10 in that whole 38 units. In the downtown, we've done historical studies on the high rises that we have, both rental and condo. I don't have the numbers in front of me but it's very low in terms of the percentage of kids that are generated in these developments.

COMMISSIONER DAWSON: So, I think it's a good idea going forward when we're looking at these just to have that information because the market study is one thing and where they're targeting their residents, I understand. But in reality, we have many developments in the town right now so we could look to it and see how many school age children generally live there and whether or not the schools in the area have capacity to be absorbing that and what the

impact would be. It would just be helpful for those instead of having to ask for that information. So, I know when we were looking at, not Arlington Market but what's the townhomes right next to it that went up? Over by, you know what I'm talking about, on Dryden?

MR. ENRIGHT: Right. That's what I was mentioning.

COMMISSIONER DAWSON: But those are the homes, there were the townhomes that went up, and I remember at that time at the meeting, the belief was there would be no school age children. But there were more than anticipated that, obviously that's my school district, Windsor, it had overcrowding issues for other reasons, this didn't create a problem, but it was more than was originally anticipated. So, I think we should start looking at that since we have that data going forward. Other than that, I would like to hear from the audience.

CHAIRMAN ENNES: Okay. I have a couple of questions. If I can ask the architect to come up? I'm sorry, your name again?

MR. HOPKINS: My name is Mark Hopkins.

CHAIRMAN ENNES: Hopkins. Mark, one issue that I really saw in the development that I haven't heard mentioned tonight is the offsite loading and unloading zone. How will you put that in the building?

MR. HOPKINS: What we have a curb area designated on Highland. When we get the site plan pulled up, so there is how it works. It's the hatched area there on Highland. So, that's the loading zone, dedicated loading zone, and that's where move-in and move-out would occur. That's also where the garbage truck would park. So, what we failed to mention is that there is a trash room inside the building, and on garbage day, then those dumpsters will be pushed out and then the collection will occur there on the street. But other than that moment, they're stored inside the building in a room that's --

CHAIRMAN ENNES: How would you accommodate loading and unloading from within the building?

MR. HOPKINS: From within the building? We haven't dedicated a room for it. We'd have to move something else out in order to move that in.

CHAIRMAN ENNES: To me that's a potential problem in the neighborhood to have, for I mean with 100 units, and we're also talking about potentially another residential high-density building just to the north. With that many units, renters stay two, three years in a building, you got renters moving in, you got renters moving out. You're probably talking 10-12 percent of the days of a year there's going to be moving trucks parked there.

Can we see this on the aerial which shows the adjoining properties to Highland? Now, I expect, these are smaller apartments so I don't expect big moving trucks. But I just, I don't think, Sam, you can correct me if I'm wrong here, don't our other residential buildings downtown deal with their move-in/move-out internally?

MR. HUBBARD: I think there are some that do have dedicated loading spaces. I think there are other ones that don't, they provide it offsite. Bill, correct me if I'm wrong, but I think Fairview also has similar variances part of the building that's just under construction currently. So, you know, again this is not in the B-5 District, this is in the R-7. So, that's probably a little bit more common in the R-7 not to have a dedicated loading space.

CHAIRMAN ENNES: Okay.

MR. HUBBARD: But you know, again I think we have both.

CHAIRMAN ENNES: So, this is going to be on the east end of the building over by the garage and it won't affect the residents there, okay. That's all I have for right now.

I would like to move to the comments from the audience. Let's start over here on the right side and let's start in the back. Anybody in the back row? Next row up? Sir, would you come up, give us your name and please spell it?

QUESTIONS FROM AUDIENCE

MR. HENNELLY: Hi, my name is Tim Hennelly, H-e-n-n-e-l-l-y. I live at 625 Southeast Rockwell. I think the building is great. Mark Hopkins and team, I think they did a great job of what it looks like. The transition there is fine, I think, as far as four or five stories.

But it's the parking. I'm not sure why we would gobble up more parking spaces from the parking deck that is already difficult to get to. I live here, and getting there and going downtown, trying to find a spot is incredibly confusing on which level you can park at and what have you. So, that's what I don't get. I don't understand why we would allow another development to gobble up some parking lot. That's it.

CHAIRMAN ENNES: Thank you. Anybody else in that same row? The next row forward? Yes, ma'am. You're bringing your group.

MS. CHURCHILL: Yes, sure.

CHAIRMAN ENNES: If you would each give your name?

MS. CHURCHILL: My name is Cindy Churchill.

CHAIRMAN ENNES: Could you spell it?

MS. CHURCHILL: Church and then i-l-l.

MS. GALLAGHER: Bonnie Gallagher, G-a-l-l-a-g-h-e-r.

MR. SARANTAKIS: I'm Nick Sarantakis, S-a-r-a-n-t-a-k-i-s.

MS. CHURCHILL: So, we are going to repeat the parking issue. We have others, but there are, I noticed in your discussion you didn't mention Metro Lofts because on floors two and three of the Vail Parking garage, it's Dunton Towers which is a rental, but Metropolis are condo owners. We love our Metropolis building, thank you, and we assume the same exterior beauty would be in this new building. But Metro Lofts I think which is 10 South Dunton and 1 South Highland, we all, three of those buildings park on floors two and three and it is always crowded. We are trying to figure out why there are so many people parking there even during the day when, it's full when people are at work. Like are there permits being sold that shouldn't be? Because we were told it's only those three buildings that should be parking on floors two and three.

So, Metropolis just had our own board meeting right before this. We told them that we would mention that Metropolis is adamantly opposed to selling any parking spots on floors two, three and four. Five, I'm not sure why five is not overnight, but if any spots are sold, we would, we're adamantly opposed to them being used on floors two, three and four.

Our second issue was traffic flow on Highland right there. It's already very congested with movers. We have the wonderful trucks, beer trucks, we love Ale House.

MS. GALLAGHER: No, we love, that's fine, beer trucks are fine.

MS. CHURCHILL: For the theater, there is always a semi parked there for the theater and the performances. So, I'm just asking you to consider that significant traffic flow. That being the only area to go in and out of that building, we very much agree that moving, adding moving trucks on the other side of the parking garage is not something --

CHAIRMAN ENNES: So, you like some trucks but not all.

MS. CHURCHILL: Pardon me?

CHAIRMAN ENNES: You like some trucks.

MS. CHURCHILL: Beer trucks are okay. If they all show up at once, it's not the best. So, we just think that the traffic flow issue, I don't know, we're not builders or developers, we don't know how to change it.

CHAIRMAN ENNES: So, you're concerned about the parking on floors two, three and four?

MS. CHURCHILL: Correct.

CHAIRMAN ENNES: Bill, we're just talking floors two and three?

MR. ENRIGHT: Well, two, three and four are permits. So, if someone has a permit to the garage, they can park on any of those levels.

CHAIRMAN ENNES: They can park there, okay.

MS. CHURCHILL: They're just always too full. I'm just saying there is not room, there is not 10, 20 or 22 more spots, from the Metropolis perspective, not just me personally, from the board.

CHAIRMAN ENNES: Nick, did you have something to say?

MR. SARANTAKIS: Yes, sir. Mr. Chairman, I would like to echo your comments. I believe the architect and the developers failed to show how close they are in proximity to, not just Highland Avenue and the traffic but to the Vail Avenue parking garage. As residents, we understand how close it is, but our concern is twofold. First, they're seeking 22 spaces in the Vail Avenue parking garage. Second, their garage and loading zone as was demonstrated on the diagram open up onto Highland Avenue.

So, as my neighbors explained, there's a lot of street traffic, not just cars entering and leaving the garage, but also the delivery trucks, the loading trucks, package trucks with UPS, FedEx, moving trucks on occasion, and garbage pickup. Then there is the on-street parking. Of course there is an overhang on the garage, and I think they failed to consider the on-street parking that is perpendicular to Highland Avenue which would be adjacent to their property.

Second, the parking garage, as is, is in our opinion dangerous. It's crowded. The lanes are narrow because of the two-way setup. The corners are blind, there are no safety mirrors. As a board member, I petitioned the Village with my colleagues to improve the safety of the garage, to install safety mirrors, to implement a one-way traffic patterns, and they were not adapted. They were not considered by the Village. So, even as is, I would not be in favor of allocating 22 spaces for this development.

CHAIRMAN ENNES: Thank you.

MR. SARANTAKIS: Thank you, Mr. Chairman.

MS. CHURCHILL: Thank you.

CHAIRMAN ENNES: Anybody else in that same row? Sir?

MR. MARRERO: Good evening. Raul Marrero, M-a-r-r-e-r-o. I guess I just wanted to mention, I know you're going to hear arguments against the major, or not major, the several variances. But one thing that I want to make sure that is not overlooked, you know, is the criteria for that, you know, variances to be approved. Specifically, I have one point I want to make, my second point I think has already been made, but in regards to the minimum lot size variance and all others, the justifications to support, the property in question cannot yield a reasonable return, the Petitioner is claiming that under current regulations he could only allow, you

only allow 55 units and that would not be economically feasible. He cites this market study and he quotes, "The unit makes and sizes appear most suited for the market." I looked at that study, that cited study does not address or consider any return on investment on those allowed 55 units or even the 88 they're proposing. It only focuses on the market environment and how quickly those apartments are going to lease. Other than that, there is no information to support this requirement.

With that in mind, I think that, you know, that justification that is being made, that it's not economically feasible, is not verifiable and should be disregarded over this. Thank you.

CHAIRMAN ENNES: Thank you.

MS. MEYER: Hi, I'm Danette Meyer, M-e-y-e-r. I live at 29 South Mitchell Avenue. I just wanted to make a comment that I believe that when the original plan was created, the context surrounding this building was quite a bit different. When we first moved into our house on Mitchell Avenue back in 2003, the folks who lived on Chestnut adjacent to this proposed property, there were many houses in somewhat disrepair, there were open lots. We used to get postcards sent to our house often saying we'll buy your, you know, uninhabitable property. But I think the people on both sides of this block have made significant investment in their homes, and especially those families who are on that side of Chestnut. We've seen remodels, we've seen restoration of historic buildings there, and I know that's that a real value of our community. It was in the last survey, that families do want to see those historic homes.

So, putting this building up across from this area, I believe when the plan was originally proposed, that Downtown Master Plan, I believe that Chestnut looked quite a bit different. So, I'd really encourage you to consider, you know, what does Chestnut look like today, those are, you know, great single family homes that have really been improved. I don't think that this building at all fits with that, although it's not adjacent next door. I mean it really is adjacent right across the street. So, thank you very much.

CHAIRMAN ENNES: Thank you. Sir, at the end of the next row, the second row. Oh, okay, I'm sorry. I'll tell you what, if you're the next one in line, why don't you stand out here when you're ready to come. But sir with the black glasses, please come up.

MR. MEYER: Hi. My name is Tim Meyer, M-e-y-e-r. I am also from 29 South Mitchell. I have some packets I'd like to offer you guys if I can.

COMMISSIONER WARSKOW: We've already got them.

MR. MEYER: Oh, you do.

CHAIRMAN ENNES: They do a good job.

MR. MEYER: Thank you, guys, all right. The only point I want to make is that, to build on what my wife just said, was that because west side of Chestnut is so different today than it was 10 years, including a brand new house that's being built today that's going for over \$700,000 when it's complete, and the one behind that, that's also the same on our street. This is a thriving neighborhood that we're putting this building into, and a very different neighborhood than 10 years ago when the last time that the master plan was updated. They've suggested that we do an R-7 on the south end and then a B-5 on the north.

I would argue that none of those houses that have been remodeled or newly built this year will be bulldozed in the next 50 to 100 years possibly. The idea that the west side of Chestnut is going to be converted to an R-7 or even an R-6 is kind of farfetched today, not 10 years ago. So, what I would suggest, and this is a radical idea, is that the south end of this

block, really R-7 is way too dense for our neighborhood, and that actually an R-6 is more appropriate for the south end of this block.

I understand that there is a B-5 going up there and that means that there's probably going to be 300 more units, possibly 400 more cars on top of what we're talking about here when it's all said and done. So, you know, I hope that you would consider that moving forward. I don't know that we can change the B-5, but it's not too late because this is still an R-3. That's all I have to say.

CHAIRMAN ENNES: Thank you, Tim.

MR. MEYER: Thank you.

CHAIRMAN ENNES: Sir?

MR. PEASE: Hello all, Justin Pease, P-e-a-s-e. I have a property at Chestnut and Sigwalt, very on top of this development. One comment on the parking, I guess maybe I'm confused but it doesn't seem like the developer is asking for those 22 spaces in the Vail Garage. I would say if they think they can survive without them, then we allow that, and it probably would change the demographic of their building and might prevent them from renting to folks who have multiple cars. But if they think they can do it, we let them and we don't give them the spaces. It seems like it's more possibly coming from the Village end saying we think they need them and here is where we think we can fit them. But they don't want them, or if they're not asking for them, I don't think it should necessarily be part of the conversation or should be given to them if it's not something they feel they need.

Then just going back to when I bought this property in late 2012, I actually did look at that master plan. I did see the proposed higher density on the north end of that vacant lot as more of a mixed use, you know, extension of the downtown and then phasing into a little bit lower density but still the three, four-story building that we see here. It seems to fit what's part of the plan and what we all expect.

I think it's a great looking building and I think it fits the plan, and I definitely think it benefits the downtown more than a vacant lot. I'm not sure what others are proposing aside from this, if it's not semi-dense rental housing, how it would benefit, you know, what the benefits to downtown would be that this lot sits vacant. So, those are my comments.

CHAIRMAN ENNES: Thanks. Anybody else from row two?

MS. LICHTER: Hi, I'm Rebecca Lichter, L-i-c-h-t-e-r. I'm at 115 South Highland. I have three points I want to make. One that I heard in one of the previous meetings, there was a question about whether or not there would be a bump-out or a bump-in I guess in front of the building for pickups and drop-offs on Sigwalt because Sigwalt is a really busy street and there's a question about whether or not that was being looked at. The second point I want to make is --

CHAIRMAN ENNES: What do you mean by a bump-out?

MS. LICHTER: I'm sorry, like a bump-in, almost like a --

CHAIRMAN ENNES: You want the curb to go in so a couple of cars can pull in?

MS. LICHTER: Exactly, yes. The other point that I heard in one of the previous meetings was, I believe that loading area on Highland is taking two of the on-street parking spaces. So, there would have been two available spaces there that I think that designated loading area would be taking up. The third point I want to make is that corner on Highland and Sigwalt is becoming more dangerous and more difficult to cross, both in the morning

and in the evening.

People speed through that intersection constantly because the next stop sign going this direction towards the downtown isn't until Vail. People tend to just speed through that until they hit Vail. They also don't stop for pedestrians in the sidewalk. There was a guy this evening, I was coming off the train from work, and he didn't see me, I was already four steps into the street, he didn't see me, he sort of slowed down but he was still looking ahead and he was on his phone. This is typical both in the morning and in the evening, especially in the evening. Well, in the morning, people are speeding to get into the parking lot to get to work as well as the train I assume. In the evening, people are speeding out of the Vail Garage to get home. When I'm trying to cross Sigwalt going south to my house, people rip out of that Vail Street garage, they slam on the brakes when they get to Sigwalt, and then they slam on the gas to get onto Sigwalt because of the existing rush hour traffic.

My main concern is that the garage entry being on Highland is going to add more traffic into that, even if not every person is actually driving to work, we know a certain percentage are, they're just going to be pulled right into that traffic pattern. As well with possible future development on the AT&T side. I don't know what that might end up being, but given the fact that there is an entrance to the garage there, there is a potential for another garage entrance here. If I were somebody developing on the AT&T side, it would only make sense to put another garage entrance on that side which is going to add to more traffic there.

So, my suggestion for that is that we look at getting a stop sign at least on that block. Again, that's a recommendation that I would make. It's a problem now, it's only going to get worse with this development as well as other future developments. Thank you.

CHAIRMAN ENNES: Thank you. Anyone else in row two? Yes.

MS. DEMPSEY: Hi. I'm Amy Dempsey, D-e-m-p-s-e-y. I'm currently living at 10 South Dunton which is the Metro Lofts Condominiums. I know we've beat the parking to death, but I will mention because I'm actually on the board at that building, there are 96 residential units in that building and we are allowed two spots. So, that's 190, well, not exactly, spots that, I don't know when the parking survey was done but there is never a parking spot, 1:00 o'clock, 2:00 o'clock, 6:00 o'clock, 7:00 a.m. I mean I have two small children and we have to actually pull to the building because there are so many cars whipping in and out for the train, for the businesses, so we don't even let the kids in the building.

So, my question would be, or comment, if they're not even asking for the spots, the reality is if people are renting down here and they have visitors or family, friends over, where are people going to park? Are they going to park on all the streets in front of people's homes? Mitchell, Chestnut, I mean there's literally no parking. So, I mean I think that's something that needs to be thought of.

Another thing on the loading zone, so like FedEx, mail, UPS, where are they going to, are they going to know to go on Sigwalt? How are cars going to go around when there's deliveries for all those units?

The other thing is for the kids, you know, the sidewalk, so kids riding their bikes, rollerblading, walking the dog, walking to South Middle, I just think that that's a lot of people in one condensed space.

The only other point, sorry, I think that's all I was going to say. Oh, one issue for someone who's lived downtown here for a while, there's quite a few people on the ComEd grid and the power tends to go out a lot. I don't know what is going to be done or if there's

any additional accommodations to add more residents because when the power goes out, especially in the downtown here, we could be out for a whole day because there's so many people on the grid. So, that's something to consider, too. That's it.

CHAIRMAN ENNES: Thank you. In the front row.

MR. HANLEY: Good evening. I'm Derek Hanley, H-a-n-l-ey.

CHAIRMAN ENNES: Hi, Derek.

MR. McCASKEY: Kevin McCaskey, M-c-C-a-s-k-e-y.

MR. ROGINSKI: Brian Roginski, R-o-g-i-n-s-k-i.

MR. HANLEY: We are the business community of Downtown Arlington Heights. I've been open for 17 years, and the last time I stood in front of this board was about 18 and a half years ago. This is my first time back. I've watched a tremendous amount of growth in Downtown Arlington Heights and we would be very excited for this project as business owners because there are so many new businesses coming to town and we need new businesses to support what we have. However, parking is a brutal major problem.

It's important that you hear it from us. This is probably the first time that we as a business community have maybe come forward to see if the Village, when you're doing studies, we can tell you for free it's a big problem. That's no disrespect, Bill, you know. I would encourage the Village to come down today, corners of Arlington, or Vail and Campbell, and do a survey on busy weekends to talk to every customer that walks through our doors and they'll tell you they've been driving around forever for parking.

You know, we are the backbones of this community. We're the ones who has created Arlington Heights what it is today. It's a desirable place for people to live, and why is that? It's because of our hard work and what we've made it. I was the first of the redevelopments 17 years ago. I've watched 15 restaurants come and go through this community. But we need parking. If we can get these developers together, that's a big lot. I think there's many room to possibly have a big parking garage in that lot.

I understand that the parking garage is not structurally sound any more to go up, but you can't continue to allow businesses to come in, more residential to come in, and not provide parking. You can't forget about us, the ones who have worked so hard, when we have people driving away from our doors because downtown, it's got such a good reputation, it's one of the 10 best places for couples to live in America. That didn't happen on its own, you know.

Again, I'm proud to be a part of that. We've all done our due diligence here, we've worked pretty hard. But you know, you have to reinvest in the community, you have to reinvest in parking, and you have to provide for these people. If they're going to come and spend in our businesses, you know, we need them to come and spend, we need parking for these people. So, it's a big, big problem, you know,

I've generated \$5 million of sales taxes. I've been there with a million dollars of property taxes. I have 50 employees. Now, I can give you some hard numbers when it comes to, I think we tend to forget about the customers that are coming downtown. Brian 190 in and out, 300 seats in Vail Street or Arlington Ale House. I have 360 in and out. Shiku, 260, brand new addition. La Tasca, 230. You know, the list goes on. I can show you thousands of, you know, we're talking about units that have 1.5 people. What about the thousands of customers that we have, people coming to have their hair done over in Jackie's place, you know, Runners High 'n Tri.

You know, you need to remember who we are, and we're the ones

who made it possible and made it what it is and take that into consideration please. Thank you.
(Applause.)

MR. McCASKEY: I do have to make a comment. I am president of two condo boards in Arlington Heights. One is at 1 North Chestnut. I have eight units there and 12 parking spots. Continuously, I've asked for two or three spots, so one or 1.5 I know will not work.

CHAIRMAN ENNES: Okay. Hi.

MS. DELANEY: Hi, I'm Mary Beth Delaney, D-e-l-a-n-e-y, and I'm a resident of the 44 North Vail. I have concerns again about parking, but not about the resident parking so much as it is about visitor parking. Once I found out that visitor parking was not going to be considered in the Design Committee meetings, there has been a week between that time and this time, and so I've been walking the area for the free parking.

So, on 10 different occasions, on six different days of the week at multiple different times that I'm getting my information, I counted the number of parking spaces, the number of open spaces on Vail between Wing and Campbell, on Vail between Campbell and the crosswalk to the garage, on Campbell between Dunton and Vail, and on Campbell between Vail and Highland, and then on Highland. Also, there's 35 spots behind 44 North Vail that we share with, 44 North Vail with 151 Wing, 200 Campbell, and then that is also because it's not permit use by people who frequent the downtown area. In total, that's 112 spaces.

From 1:30 in the afternoon until 9:30 at night, the least number of openings, or I should say 88 percent were filled and that was the least amount, up to 100 percent. So, there were no open spots, or only two percent open spots on many days, and that's including the handicap spots. Those were usually the ones that were open. Again, I can show you all the data. I have it sorted by days of the week and I have it sorted by times of the day.

So, I'm very concerned because you can't tell me that 88 units aren't going to have some visitors on some occasions. When we brought this up at the Planning Committee, sorry, the Design Committee, a comment was made, well, if they have a visitor, then that visitor can use their parking space. Then who are they visiting if you are not there? So, that's a big concern.

Mike Cerniglia from Armand's was not able to attend, but he asked me say we have weekends where hundreds of people are going to a wedding reception, play, Maggo, the Ale House, and Armand's. This causes a huge strain on parking. We get calls from people canceling reservations because they can't find parking. Most are from the elderly or handicapped. We have asked for spots in front of Peggy's and Armand's for drop-off and have been asking for over 10 years. If we do add apartments, which I'm in favor of, we need more parking.

Then one final point, I think that it's important to know that when the Design Committee approved this project, they approved with the requirements of a few design changes and, in their words, strong recommendation that variations should be seriously reviewed due to issues with harmony and compatibility and conformity to ordinances, discussion especially on height and setbacks. That's why the motion was approved. Thank you.

CHAIRMAN ENNES: Thank you.

MS. LEWIS: Hi, I'm Jackie Lewis from Forbci Salon & Spa. I'm at 7 South Highland. My last name is L-e-w-i-s. I really don't have too much to add on what they are trying to say.

I've been in the downtown area doing business for almost 30 years

and have seen the ebb and flow of the growth and decline through the economy, and then now in this new growth. The restaurants are just booming. That is driving the traffic along with the special events. Between 4:00 o'clock on, there is no parking. I drove through on my way here at 7:15, I went through the garage, I went through all the streets, there was one space in the shopper parking and none on the street.

I know you guys all know this, but inasmuch as I want to see this development come through, I just don't see how it can possibly come without parking that's in abundance of what we already have. I don't know why there isn't a bump-out. Why can't this be set back and some street parking for visitor parking?

Something has to change or we will lose our businesses because our clients are complaining. They are calling from their phones and they're saying we can't find parking, we're going somewhere else. So, I just really strongly believe that we need help before this becomes out of hand, it already is. Thank you.

CHAIRMAN ENNES: Jackie? Jackie, could I just ask you a question?

MS. LEWIS: Certainly.

CHAIRMAN ENNES: I'm downtown all the time, familiar with your salon. Do the people want to park right in front of a store or they can't find garage parking?

MS. LEWIS: I think about 10 years ago, Terry, it was people who were afraid to park in the garage. They weren't used to that yet, and they would say that. Over time, they've become very happy to park in the garage. However, the garage doesn't have enough shopper parking.

I think our levels two, three and four that is merchant parking as well as permit parking, I think there's some other people in there maybe getting stickers that shouldn't be. Perhaps the permit parking needs to move up a level and the shopper parking needs to expand on to the level two so that it's more convenient, because people really don't understand where they're supposed to park. They really don't. They also get more fearful as the more floors they go up. Not sure why but they do.

So, and it does need to be bumps around the corners. People are almost hitting one another on a daily basis, I'm in there everyday. We do need mirrors in there. It's not a safe garage. Those walls when you come out are too high. You can't see people walking. People almost get hit there everyday. So, when they built those walls higher, I have no idea why they did that. They were safer lower.

CHAIRMAN ENNES: Thank you.

MR. FRAZIER: My name is Jason Frazier, F-r-a-z-i-e-r. I have a salon on 210, or 160 West Campbell. I am on the corner of Campbell and Highland. I also see tons of accidents right at the corner of the intersection. I see a lot of people honking horns and causing commotion.

Anyway, my customers, they love my facility. They actually say my prices are cheaper and my facility is nicer. But they go elsewhere because they cannot find parking. Usually my parking, they go down Campbell and they will park two or three blocks to walk to my facility. I used to have over 200 people a day, now I can't see half that.

So, parking is definitely a problem. It's not on one, two, three and four, it's everywhere on the street and the garage. So, thank you.

CHAIRMAN ENNES: Thank you, Jason.

MR. ROUSE: Mark Rouse, R-o-u-s-e, owner and operator of Runners High

'n Tri at 121 West Campbell, and my partner.

MS. RAY: Teresa Ray, R-a-y.

MR. ROUSE: I'd like to thank you for having us all speak up. Most of our comments have already been addressed. A lot of frustration about parking so I'll leave that alone, but we do have that frustration also.

My question is mostly about infrastructure. As we add more apartments and people to the downtown area, are our police, fire, utilities, and so forth, needs being addressed? A building this size is probably going to get six to eight calls for service from either police, fire or parking a week with that number in there. Are we prepared that handle that?

CHAIRMAN ENNES: They review all these proposals.

MR. ROUSE: I'm sorry?

CHAIRMAN ENNES: They, police and fire review these proposals, so they're aware of it.

MR. ROUSE: They're all approved and everything? But parking is our main thing. There seems to be more and more vandalism going on in the downtown area, more and more petty crime, theft, and so forth. I think as parking gets more and more stressed, we're going to get more of that. I think our potential for petty crime to turn into more serious crime is there, especially when there is a frustration of a parking. People have to walk farther.

We have had a couple of incidents as you know recently in the downtown area where a violent crime has happened. That's a concern for us and our employees. But other than that, we appreciate you taking our comments. Just kind of repeating what everybody else has already said. So, that's all.

MS. RAY: I have one suggestion. If you could put cameras in the parking structure on Vail Street, I think that would be very helpful. I don't know why there's not cameras there.

MR. ROUSE: Additional safety things, the walls, but that's another, it really doesn't have --

CHAIRMAN ENNES: This is an interesting comment but it's really not something that relates necessarily to this hearing. I'd like to suggest you go to the Village Board meeting and let the Trustees know that.

MS. RAY: Okay. I've had my car keyed and I've had a resident that was assaulted in the parking garage. If there was a camera that would have been in there, they probably could have caught the person.

MR. ROUSE: So, safety concern with additional parking.

MS. RAY: That's just a safety concern with more people parking there.

CHAIRMAN ENNES: Sure, I understand.

MR. ROUSE: Thank you.

MS. RAY: Thank you.

CHAIRMAN ENNES: Thank you. Let's move to the other side of the room. We'll start in the back again.

MR. ALLEN: My name is Keith Allen. I live at 46 South Chestnut, so directly to the west of the corner of Sigwalt and Chestnut from this parcel. I've got nothing on parking, but I would like to comment on three areas where I feel there is real inherent conflict with the proposed project before you tonight.

First is the conflicted nature of the Design Commission approval of

this project. I think it's important to convey to you the conflicted nature of that approval because it should provide you some background for the decisions which you are about to make. It took two meetings, about four hours of discourse for them to come to a decision. I don't know if you've had a chance to read the minutes from both those meetings, but they reflect very well the struggles that they went through to approve.

I think their issues can be summarized as follows. On the one hand, the Design Commission aesthetically reviewed and approved this building as presented. That's their mission. On the other hand, they didn't believe the building could, should or would be built as presented due to the restrictions of the site, the number of the variances required, the height of the building, and especially the lack of harmony and compatibility with the surrounding neighborhood. They were essentially approving a building they thought would never look like the building they were approving.

At that point, the Design Commission considered two options: table the issue and wait for this Commission to act on the variance requests, or to vote no entirely. Ultimately, they were persuaded by Staff, some would argue appropriately, some would argue inappropriately, to try and write their concerns and apprehensions into a motion to approve. Ultimately, that's what happened. Those concerns were written into two amendments to the original motion and they read as follows:

- The design does not meet the design guidelines evaluation criteria for harmony and compatibility, specifically regarding height and setback.
- The design does not meet the design guidelines evaluation criteria for conformance to ordinances and the Comprehensive Plan.

So, to say the least, it comes before you with a conflicted motion from the Design Commission.

Second, I'd like to address the conflict that exists within the Comprehensive Plan itself in terms of what may have been desired for this area when the plan was drafted, and the real life conditions that we have today. I don't know if we can bring that map back up there or not, but the plan calls for this parcel obviously to become R-7. That plan also calls for our side of the block to the west to become R-6, and the north half of the block directly to the south to become R-6 and R-7. I can tell you that the chance of either of those becoming R-6 in our lifetimes is absolutely zero.

As was stated before, we've all invested considerable resources into the restoration and renovation of our homes. We live there, we're not going anywhere. It's not going to happen. In addition, as was stated before, we also have a new home, \$700,000 on the one vacant parcel on the west side of Chestnut being built right now.

So, what are we left with? 100-year-old historic homes directly across from an R-7 project that sits on a site that's just over half the required size with no transition to, buffer to, or contextual dialogue with the adjacent neighborhood. The transition from downtown to our existing single family R-3 neighborhood needs to take place within this block. That may not be easy, but good solutions are rarely the easy solutions. I don't believe this project as presented provides any of the required transition or contextualism needed to get us from the massing of downtown to our front doors immediately adjacent to this site.

Third, I'd just like to address the number and magnitude of some of the variances under consideration. To begin with, the actual rezoning of the parcel to R-7, the parcel assembled by the Petitioner is 1.39 acres. I'm not sure how they got the extra half an acre,

all the previous correspondence had it listed as 0.91 acres. But that being as it may, the minimum for R-7 parcel is two acres. They're at 69 percent of the minimum size for an R-7. That immediately leads me to believe they're going to have a tough time making their project compliant with the required guidelines for an R-7, and I think that's fairly evident in the number of variances being requested. As the Commissioner said, we're shoving 10 pounds of building in a five-pound lot.

Lastly, the sheer magnitude of several of these variances before you tonight, minimum lot size, 39,000 plus square feet requested versus 67,800 required, they're at 58 percent of the requirement. The required minimum is larger than their entire parcel. East side setback, 10.5 feet requested versus 48 required, they're at 22 percent of the requirement. West side setback, 16.3 versus 48, they're at 34 percent. These aren't even close. Side yard setback, five feet versus 34, 15 percent of required. Side yard setback, 18 feet versus 20, they're at 91 percent. That's as close as they get, almost got it there.

Maximum building lot coverage 72 percent requested versus max allowed, 45 percent, they're 60 percent in excess of the allowed. Maximum floor area ratio, 253 requested versus 200 percent allowed, 26 percent in excess of the allowed. So, in my opinion, allowing the Petitioner to circumvent this number of rules and ordinances, I think we're up to 14, and to do so by the egregious amounts just listed would really render the rules and ordinances to be quite meaningless.

In conclusion, I hope that this Commission, as they decide the fate of the petition before you, holds the Petitioner to three very important standards: compliance and conformance to the ordinances; harmony and compatibility with the surrounding neighborhood; and finally, the criteria that if a variance is granted, it will not alter the essential character of the locality. That's all I have. Thank you.

(Applause.)

CHAIRMAN ENNES: Thank you, Mr. Allen.

MR. ROGERS: Hi, Dan Rogers at 206 South Chestnut. I just wanted to speak because I love the businesses that we have. I care that they're not getting the business that I'd like to see. I often, you know, have my friends and say, hey, come on to Downtown Arlington Heights, meet up with me. They're like we can't ever find parking there. It doesn't stop me, I go and I join them in Mount Prospect, Chicago, wherever. But it's kind of sad that it's a reality.

I care about families, too. I know a lot of families that live right down the block from me and they're already affected by the traffic in the area. It is serious. But I'm also learning in this whole process about the ordinances and the variances. I just wanted to read this as I don't understand how we can grant these variances. When I read Section 9.4-2, qualifications for granting variations, such exceptions shall not exercise a detrimental influence on the surrounding neighborhood. Exceptions shall be justified when other characteristics of the development exceed the minimum standards of the municipal code.

So, I go back to your original statement. We either need to change the ordinances or we just, we can't allow this to go forward. The one variance that really grabs me is the one on Chestnut. I just, that setback is, you're taking a lot of sunlight away from those people.

CHAIRMAN ENNES: You know that doesn't take in the dedicated right of way.

MR. ROGER: Thank you.

CHAIRMAN ENNES: Thank you.

MR. MEERSMAN: Good evening. My name is Donald Meersman, I live at 202 South on Highland Avenue, M-e-e-r-s-m-a-n. Please respect the Comprehensive Plan and deny the density variances requested. How does this meet provisions of Section 9.4-2, to respect the harmony of the neighborhood and the compatibility? I was at the Design Commission meeting which the other gentleman talked about. In my opinion, the Design Committee thinks that this project is too much hat for the head.

The variance allowance for something which is normally forbidden is forbidden for good reason. The developer has requested an R-7 and then has ignored some of the important R-7 rules in the design. Please respect the minimum requirements. The Village of Arlington Heights is a very successful community because our rules are enforced. It doesn't seem like they're requesting variations, they seem to be requesting a blanket exemption.

The developer knew what the R-7 compliance required. The Village of Arlington Heights is not a challenged community which is desperate for investment. If that lot stays vacant, it will not hurt the Village of Arlington Heights. The developer has a perfect right to build on their property and they have a responsibility to follow the rules.

Please respect the idea of a transitional building as proposed. This building covers too much of the land area. The developer should be held to follow the R-7 rules. There are some pieces of the puzzle that we do not have. The north elevation will be exposed for how many years? I don't know, it might just be above us and don't look so good. Some pieces of the parking puzzle seem to be missing.

My 30-year traffic study at the corner of George and Highland is clear. Parking is not adequate and 88 new units will also have guests with cars. Thank you.

(Applause.)

CHAIRMAN ENNES: Thank you.

MS. HARP: Lori Harp, 44 North Vail. I have lived in Arlington Heights for 40 years. 22 of those I lived in the suburb of Arlington Heights. The remainder I live in the urban downtown city. I accepted that. I moved down here because I wanted the environment, I wanted to be able to walk to shopping and stores and restaurants, which I got. I also learned very quickly that I share that with a lot of other people. Over time, the Village has grown and continue to grow.

We have restaurants that are very viable, but the sidewalks have become very crowded, if you can actually find a parking place which I agree with everything that everyone else has said. But I do want to share with you, living in a condo, that all the parking is self-contained at 44 North Vail. We constantly have notices on the bulletin board of people that are looking for places to park. So, our unit is full, Campbell is full, Wing is full, and those are self-contained under the building. They're not taking units that could be used for people to come in to our downtown and our restaurants.

Also, behind our building, we have that shared parking area. There are deliveries and moving trucks there almost every day of the week, multiple every day of the week. So, by not allowing a bump-out or whatever you call that curb design on Sigwalt, it's going to be an absolute disaster. People are not going to park on the side and unload, they're going to park in front, and then you have a policing issue. So, I just wanted to share that, thank you.

CHAIRMAN ENNES: Lori, a question for you.

MS. HARP: Yes?

CHAIRMAN ENNES: New building, you have underground parking for all of your residents?

MS. HARP: We do.

CHAIRMAN ENNES: Where do your guests park?

MS. HARP: If there is a spot, they can park in the lot behind us. They try to find street parking.

CHAIRMAN ENNES: That's a commercial lot, right?

MS. HARP: Commercial lot. Selfishly, I bought two spots. I'm an original owner and I can let them park down below.

CHAIRMAN ENNES: Okay, thank you. Next?

MS. COLLINS: Hi.

CHAIRMAN ENNES: Hi.

MS. COLLINS: My name is Shawn Collins, C-o-l-l-i-n-s. I live at 116 South Chestnut Avenue, and I have lived there for more than half of my life. Although I would love to see a development on this property, I need to reiterate it's a neighborhood. I raised five kids there, so even though population may be going down, it's not going down in our area. Wayside is growing and booming.

But I would like to say that it's a neighborhood, and five stories is not a great transition next to one-story homes. We lack privacy. Nobody has addressed, except for a little bit, on flooding. You know, all the overdevelopment in downtown area, in our streets, Highland, Chestnut, there's massive flooding issues. People who have never flooded their entire lives, now every time we get a heavy rain, they're concerned. So, I have yet to hear how that's going to get addressed.

So, I appreciate you listening to us. Please remember, it's a neighborhood. We're losing privacy, the flooding issue, and the transition and the integrity and the characteristic of that neighborhood. Please honor that and keep that in the entire design plan. Thank you.

CHAIRMAN ENNES: Thank you, Ms. Collins. Can I ask again that the next person who wants to speak, please step up so we can proceed more quickly? Is there anybody?

MS. VOSS: Good evening. My name is Barbara Voss, V-o-s-s. I live at 105 South Mitchell. I've been a resident there for more than 27 years.

Everything that all of my neighbors have said tonight really rings true. There is a significant lack of parking. It is a crucial safety issue. Our business owners in the area suffer everyday from the lack of parking. That is not your issue tonight, that is one element of the problem.

This community has been known as the city of good neighbors and village of good neighbors, and we are that. We want to be neighbors and welcome whatever development goes there. But again, we implore you to consider that we are a neighborhood of one and two-story homes. This five-story building with insignificant parking with very little green space and that, yes, does indeed take away our sunlight even though that's not your responsibility, I mean I'm standing at my kitchen sink and I can see the people in Dunton Tower on the first of December, and I'm four blocks away. Can you imagine what it's going to be like for those people that are more immediate to this building?

I'm sorry, you are here because you've been entrusted with a responsibility. It is not to that developer, it is to us. I'd like you to remember that and I trust that

you will. I thank you for your time.

(Applause.)

CHAIRMAN ENNES: Is there anybody else? Seeing no one, I'm going to close the public comment portion and then come back to the Commissioners to readdress our issues. Sue, would you like to start?

COMMISSIONER DAWSON: So, I'm just curious if we want to address the parking as, you know, rather than going down the row, address the parking. It seems as if there's a 22 parking space issue, whether or not that should be reserved, and then whether or not there is sufficient parking for the building at all. I'm not sure if, to me, I don't know why we're reserving the 22 spaces if they are not asking for it.

I think potentially if we're going to be reviewing the parking lot, I could see asking the builders to pay the money, put that into escrow until we are able to determine whether or not it's needed and relinquish it later, rather than giving them the 22 spots. Then if they don't need it, pay them back for two, perhaps holding it for a year or two, and then if it's not determined it's needed or if it's determined there was not a significant impact, then we could give all of the money back. I understand we're not going to get it later, so if we're going to get it, we're going to get it now. But it's just something to think about.

But I have significant concerns about giving up the spot. I mean we have an intense problem parking in this community, and it's not the developer's issue but it is the Village's issue. Until we have a parking plan, I don't know how we can be discussing more development. I don't know how anyone else feels about that.

COMMISSIONER GREEN: Well, if I can jump in, I think that the other side of that is I don't think that we should give up 22 spots in the parking garage to begin with. I think that from what we've heard here tonight, there's not enough parking anywhere in the downtown. So, to give it up to one developer, I'm against that.

As far as I'm concerned, if we have 1.5 ratio in these other units and that works, they should have a 1.5 ratio in their building. Therefore, you guys are short on parking. That's my feeling.

COMMISSIONER SIGALOS: There was an article in today's Daily Herald about Downtown Arlington Heights and how it's growing and developing, it's one of the best downtown areas of all the Chicago land suburbs. But one of the issues was the parking and they're talking about like the businesses that we're hearing here tonight, that patrons are frustrated. If they don't have the parking there, they go elsewhere.

Arlington Heights is a community that is very desirable for residents to live in and businesses to develop here in the community because of our regulations, our codes, our ordinances. When we start compromising this, we're compromising then our residents and our businesses. I don't think we should be doing that, I really don't. I think if somebody wants to come in and develop a property, they have to provide and comply with the codes and ordinances that we have in place today. That's what's made Arlington Heights the community that it is, and I don't think we should compromise that.

COMMISSIONER CHERWIN: I guess, you know, my thought, you know, I think what Commissioner Dawson said made a lot of sense. One thing I just ask, maybe Bill or Sam, if you want to maybe clarify, they're asking for a PUD approval here and how that, you know, we talk about complying with ordinances and everything. But what, you know, the PUD process, you know, is, we have large projects like this, you know, we've put other buildings up in

this downtown that also have had variations from the standard code. So, it's typical and going to other municipalities as well where you're not necessarily meeting this, you know, you have a big development on a big parcel of property and you're doing it as a planned unit development, there are going to typically be changes from meeting the strict zoning code.

I mean could you just maybe explain that in terms of how the other projects have gone downtown and why we're seeing variances here? Is it somewhat typical in a project like this?

MR. ENRIGHT: No, it's not.

COMMISSIONER CHERWIN: It's not?

MR. ENRIGHT: It hasn't been typical of our downtown, B-5 developments. But of course the B-5 developments that we're seeing most of the bigger buildings, you know, the density is a lot higher compared to the allowance. The setbacks are a lot less because we actually want zero lot line in the downtown for the first floor of commercial. So, it's really apples and oranges with respect to the mixed use high rises that we have versus the transitional areas for the density.

But having said that, the downtown developments, like right across the street here, they've got 93 units but it's spread out over a big whole block because that's part of a PUD. So, that's how you look at the zoning. You don't just look at the separate parcel in that case because it's part of a larger PUD. So, as far as the downtown buildings, maybe they don't meet the density, but again it meets twice as much than the R-7 ones.

COMMISSIONER CHERWIN: Yes, I mean I would echo, I think the parking issue, it seems to me like this project is going to, you know, generate obviously some issues with parking although I don't know that it's the, you know, the real driving factor here. It's much more than just this project when it comes to parking. As I think we've heard, maybe not just parking but other infrastructure issues, that we could maybe tweak this project and get maybe less density or a little bit more parking. I don't know that the problem for Derek or Kevin goes away, you know.

So, we need to figure out how we can help our businesses I think more comprehensively, and doing it in the context of this project I think is maybe just more of a one-off or a band-aid. I think it's a real issue that we've got to help our businesses with. So, it's one consideration here but I don't know that either way that's going to solve the problem for our businesses.

MR. ENRIGHT: Just to address a couple points if I may? First of all, there is a thorough study underway for all the flooding problems that we have in various neighborhoods. This is one of the neighborhoods. We have a consultant, I think this has been going on for a while but now it's actually really happening in terms of how this is going to be engineered and how big the pipes are going to be. So, in 2018, that study is going to be developed specifically with what pipes are going where on this area of the west part of downtown into the neighborhood to address these concerns. So, that's a larger global picture that we'll be addressing with this new study and the actual implementation of that. So, that is moving forward, it has to be designed.

Regarding, you know, the detention, they're going to be providing the required detention on the site themselves. So, they meet those requirements, not only the Village but MWRD standards as well.

COMMISSIONER CHERWIN: Yes. Yes, I got that. I guess, and then the other thing on parking maybe that we ask, we haven't really mentioned that fifth level at all. I mean is there a reason, I mean, I guess the municipal structure, I don't know if that's ever used

for, you know, weekends or anything like that. But are there any other opportunities other than the first through fourth floor in that parking structure to look at? Can we offload some of the commuter spaces on the fifth level or is that not --

MR. ENRIGHT: Well, the fifth level is used by commuters, mostly daily pay but also I think who patronize the downtown, too. The reason we don't allow overnight parking on the fifth level is because we don't have a roof, so the snow. We've actually looked at the possibility of putting a light roof on there, but we have to study the load of that on the structure because when the Village expanded it 10 years ago up a level and out west over Highland, we had to upgrade the footings and foundations for certain parts of the structure to handle it, to go up the one level.

I mean obviously there's really two opportunities to add more parking at least to the garage, and that's west. We've actually talked to Mr. Adriani about that, a joint expansion. The concern is do we have the funding. Right now, the Village doesn't have that funding. Obviously the AT&T site is now available, that could be an option to expand the garage as well, or work with a developer there on something shared to expand the capacity, because that's really the only way to do it, right? It's unlikely to go up another level given the foundations, unless, I guess anything could be done in engineering but, you know, when you start getting too tall, you know, do people really want to go that high?

So, practically speaking, the opportunities are west and potentially south. But again obviously how do you pay for it?

COMMISSIONER CHERWIN: Thank you.

COMMISSIONER DAWSON: Could I just ask really quick before you move on just to clarify? There's three lots for lack of a better, we're using one-third of the space, right, on the vacant lot? On the vacant property, one-third?

CHAIRMAN ENNES: There's six lots.

COMMISSIONER DAWSON: I know, I know that. But for lack of better, we're using a third?

MR. HUBBARD: The subject property is about one-third of the overall block.

COMMISSIONER DAWSON: Right, so I guess in my head I'm thinking there's two more thirds, right? I understand there's multiple lots. My main concern isn't necessarily just these 22 spaces. It's if we put, and then in the other areas we're looking at even more density potentially. What do we do then? When that building comes to us and says, well, you gave, what's this building called again, Sigwalt Apartments, 22 spaces, we should get 22 spaces. Too, we work a lot of precedent here on what we've done with other buildings.

So, I would, you know, I just, I would be absolutely hesitant for any more development to happen without a plan on this space. But I'm just curious, this lot has been vacant for how long? 17 plus years?

MR. ENRIGHT: 20 years ago, the east and the south part, those little houses were torn down quite a few years ago I would say.

COMMISSIONER DAWSON: Right. So, in all that time, I know we have had multiple plans never really get off the ground but come to the Village, nothing's been able to work out, and I know how hard you guys have tried to get something in this space. So, I'm glad that we have a viable project. I think the building is really attractive, and it does seem to fit in within the Comprehensive Plan. It's excessive on variances, I'm not going to go down that road, just know that I'm talking parking. But I think we should have at some point come up with a

parking plan and how we're going to overload this, so that's, anyway, I'm off my soapbox. It's your turn, Mary Jo.

COMMISSIONER WARSKOW: Oh, thank you.

COMMISSIONER DAWSON: Sorry. Terry, you can just say that, I'm sorry.

CHAIRMAN ENNES: Go ahead, Mary Jo.

COMMISSIONER WARSKOW: One of the public spoke to the difference between an R-6 and an R-7. We think it would help the public to understand what the density difference is between an R-6 and an R-7. If you came in with an R-6, would we have as many variances here before us? But would it be viable in terms of the market? So, I don't know if you can answer all those questions.

MR. ENRIGHT: You know, any developer can ask for variances no matter what zoning it is. R-7 needs 600 square feet of land or 900 square feet of land depending upon the bedroom mix. If it's two-bedrooms or less, it's 600, and if three or more, it's 900?

MR. HUBBARD: I think it's one-bedroom and 600.

MR. ENRIGHT: Okay, one-bedroom or less, one studio, it's 600 square feet of land area, not the size of the unit. 900 square feet, it's two-bedrooms or greater. So, that's how you factor in the density. That's R-7. R-6 is quite a bit less. I believe it's, for two-bedroom, I think something like 2,400 or 2,700?

MR. HUBBARD: I believe you're right, 2,400.

MR. ENRIGHT: 2,400 square feet of land. So, it's quite a bit less density permitted under the R-6. Probably about, you know, roughly maybe 60 percent less.

COMMISSIONER WARSKOW: Okay, but we have not had somebody come before us with a viable R-6 development that would require less parking because it's less dense and would ease some of the transition going from R-3 to R-7, that's not happened any time?

MR. ENRIGHT: No. No, and I think in this case, an R-6 would look probably more like row homes in terms of, you know, if it met all the code requirements. You could come in with R-6 and ask for variances and it would be a bigger building. But no, we haven't. The proposals we've gotten have been, you know, similar to this, some a little bigger, some a little smaller. But they never went anywhere, you know, sort of any formal review.

COMMISSIONER WARSKOW: I'm supportive of higher density mixed use. I just think it makes sense in the downtown with all the amenities we have to offer, with a grocery store, with the Metra Station. I can see millennials coming in here with less cars and we just offer the kind of downtown atmosphere that millennials would look for. But I also have a concern about the number of variances that we're allowing here and the parking situation.

The trend, yes, millennials would be interested in this and they would have less cars. Can we guarantee that? No, and we have an issue with parking. So, we can't guarantee that and we already have a parking problem. I can't see allowing variances that make that even worse.

CHAIRMAN ENNES: Joe?

COMMISSIONER LORENZINI: I've got a couple of questions, questions for the owner starting with the parking study. Is the gentleman who did the study here?

MR. PORTO: Yes, he is.

COMMISSIONER LORENZINI: It's getting late, so can you in a snapshot tell me what the parking study showed?

MR. ABOONA: Yes. For the record, my name is Luay Aboona, A-b-o-o-n-a. We looked at a couple of factors as part of our parking analysis. One, we looked at approvals of developments, developments that have been approved recently in different communities throughout the suburbs of Chicago in terms of number of units and number of parking spaces provided. The trend on a lot of these developments was to provide less parking because of their location similar to Arlington Heights in terms of close to amenities, close to the train station, close to the restaurants, supermarket, and the type of units being proposed and the target market for these developments.

So, when we looked at these different projects, you know, in Glenview, Orland Park, Wheaton, Evanston, Downers Grove, Oak Brook, and the list goes on, when we looked at all of these and looked at their number of units and parking spaces and what it averages out to be, it came very close to what this proposal is providing.

COMMISSIONER LORENZINI: The 1.25 here?

MR. ABOONA: The 1.25.

COMMISSIONER LORENZINI: Okay, what about traffic on the streets?

MR. ABOONA: What about what?

COMMISSIONER LORENZINI: What about the traffic on the street? What does your study show?

MR. ABOONA: Well, we did a comprehensive study. We looked at the number of intersections in the area. We looked at about eight intersections and we looked at the morning and evening peak hours and the traffic patterns and the additional traffic from the development. What we found is that the increase of traffic from this development is going to be low, and the impact would be also low. So, we're not going to see a major change in terms of operations of the intersections that are adjoining the site.

COMMISSIONER LORENZINI: Okay, thank you. Mr. Porto, can you come back up please?

MR. HUBBARD: Can we have a motion to extend the meeting past 10:00?

COMMISSIONER DAWSON: So moved. How long do we want to extend to? Does it go until an hour? I'm sorry?

MR. ENRIGHT: Extend it for one hour.

COMMISSIONER DAWSON: One hour. Motion to extend one hour.

COMMISSIONER GREEN: I'll second that.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

COMMISSIONER LORENZINI: The statement was made that if you, if I remember this right, if you met all the, if you didn't need any variances, you can only put up 55 units. Is that true? Where did that come from?

MR. HUBBARD: Approximately, by R-7 density standards, they would fit around 45, I'm sorry, around 54 or 55 units.

COMMISSIONER LORENZINI: Generally, how did you arrive at that? Just by making the footprint smaller?

MR. HUBBARD: Well, they're allowed, you know, you need 600 square feet of lot size for a one-bedroom unit and you need 900 square feet for a two-bedroom unit. Based on the unit mix, we've added all that up to --

COMMISSIONER LORENZINI: Okay, all right, that's fine. Thank you.

Who's going to maintain the building? How is the maintenance of the building going to be handled?

MR. PORTO: We have a third party operator that will be maintaining the building.

COMMISSIONER LORENZINI: What did you anticipate as far as accommodating visitors? Visitor parking? Or maybe I should be asking the Planning Department that. Sam or Bill?

MR. HUBBARD: You mean guest parking passes?

COMMISSIONER LORENZINI: Yes. Yes.

MR. HUBBARD: Vail Avenue garage.

COMMISSIONER LORENZINI: Pardon me?

MR. HUBBARD: You can get guest parking passes, any downtown resident can purchase guest passes for guest parking in Village-owned facilities.

COMMISSIONER LORENZINI: All right. You guys did a good job explaining your reasoning for creating a lot of the variances. But what about the issue about needing two acres for an R-7 development? Why was that justified?

MR. HUBBARD: So, if you look at the Comprehensive Plan here, you can see that the subject property is part of a larger strip of potential future R-7 zoning. So, once, you know, if the Comp Plan is realized, then all of this property will be zoned R-7 and will be well over two acres. So, it's supported by the Comprehensive Plan.

COMMISSIONER LORENZINI: So, the two acres doesn't have to be just for an individual developer?

MR. HUBBARD: It's just for the overall district.

COMMISSIONER LORENZINI: Got you, okay. Again, why are they being allowed to exceed the FAR requirements so substantially?

MR. HUBBARD: I think it's a function of the size of the building and the setbacks they proposed. Floor area ratio is really a way to contain bulk and mass of a building. Given the setbacks and the spaces of the building on the streets on Highland, Sigwalt and Chestnut, again we felt that the bulk and mass of the building is somewhat mitigated by the open spaces of the streets around it.

COMMISSIONER LORENZINI: You know, we have had a lot of discussions about transitional zoning. It doesn't seem like we really have a true transitional zone here.

MR. ENRIGHT: Well, I don't know if I agree with that. Whether or not this building meets that, there is a difference of opinion actually. But the whole master plan going back, it actually goes back really to the 70's when the Village created the, you know, first idea of mixed use higher density with zoning changes. Then following that, in 1983, the first tax increment financing district by the south end of town was created with a plan that called for higher density mixed use development, '86, the first Downtown Master Plan, 2006, the updated Downtown Master Plan. Ever since the 70's, there has been this concept of high density right in the downtown, the B-5 where you see the big buildings, the mixed use, first floor commercial, zero lot line development. Then the ring around the downtown, this heavy brown area is that transitional area where you go from potentially 140-foot buildings which we have a couple of them, several of the 100 to 140-foot high size. Then the second to this first ring goes down to 60 feet, and then from there you have the residential single family.

COMMISSIONER LORENZINI: Okay, so you feel we meet that intent?

MR. ENRIGHT: I believe we do. I mean our opinion is, although we respect that the citizens feel otherwise, we the Staff, the administration does believe that this project does meet the objectives of the long-range vision for the downtown and its environment.

COMMISSIONER LORENZINI: I mean, obviously the majority of the comments have been about parking. To be quite honest, whether we accept this project or not, that problem is not going to go away.

How confident are you, everybody is saying that there's no spots there, but you know, the Planning Department shows figures that there are spots. Is there just a perception of the spots out there or maybe our Department's count is a little off?

MR. ENRIGHT: Well, I think our counts are limited, and I said that, you know, earlier. We don't have counts 365 days a year for 10 years. We do with a new parking study if it's authorized in the budget which I think it will be because it's from our parking fund, so it's not the general fund dollars, we have \$75,000 requested for that. I do think it's important to have a parking study to really get into the nitty-gritty of having counts done so we know exactly when spaces are being utilized to the maximum, and to guide us because a consultant would help us because they have a lot of experience with parking garages throughout, you know, whoever we hire, throughout the region and probably the country. So, I think that's going to be important to determine and, you know, allow the Board to have direction on how to address these issues.

Clearly, you know, there aren't a lot of opportunities to address this issue. You know, we've got the Vail garage and there's not much else, it's pretty much developed downtown, unless Block 425 develops. As I mentioned earlier, Mr. Adriani and Staff have had some very preliminary discussions to expand that garage, you know, mutual use by the Village and Mr. Adriani. But there's a cost to that. Now that AT&T is available, there is a possibility there of the Village potentially acquiring that and expanding. But again, it's not cheap to build these garages. But you know, we understand that there is a parking issue in the downtown and we've had a tremendous amount of success. But when you get more success like Shiku coming in and bringing in more people, you know, it starts moving on more and more.

So, the Board is aware of it, there is no doubt. It's just a matter of how do you address it and how do you fund it.

COMMISSIONER LORENZINI: Okay, thank you.

CHAIRMAN ENNES: Bruce?

COMMISSIONER GREEN: I think I made my point. But just to restate what I feel on this, I think it's a good building. I just wish it was self parked. I think I could live with a lot of the variations that are asked for here. I just don't feel comfortable saying that we're going to push their parking problem off on the Vail Street garage or on the downtown area. So, that's my problem.

I think it does, it's a little taller than I'd like to see but I think it's a nice transitional space from the single family to the downtown. I just think it should be self parked.

CHAIRMAN ENNES: Bill, one of the, I believe it was one of the neighbors who came up and made a statement that the parking garage is structurally unsound. Are you aware of anything?

MR. ENRIGHT: That's not factual, but there are certainly maintenance issues that we're addressing. We're updating the lighting in there.

CHAIRMAN ENNES: Okay, I just didn't want that to go into the record.

COMMISSIONER CHERWIN: Terry, I think it was in response to the ability

to go up. It wasn't, it wouldn't support it.

COMMISSIONER GREEN: To add more.

COMMISSIONER SIGALOS: Upper levels.

CHAIRMAN ENNES: Okay. If I can ask the architect, Mark, to come back up? Can we go to the basement garage level? There was a question about flooding. Where is the vault? Is this going to be a basement below or a vault is going to be below the basement?

MR. HOPKINS: No, it's actually going to be parallel with the basement, starting at about 24 inches above, there it is. He's outlining it here. That's where it is. There's a dash line on the site plan there.

CHAIRMAN ENNES: That's a temporary holding vault for the stormwater --

MR. HOPKINS: Right, stormwater and for volume control.

CHAIRMAN ENNES: That's been engineered to be adequate to take --

MR. HOPKINS: Yes, satisfactory to self-contain the project per the regulations in place.

CHAIRMAN ENNES: Okay, that can help me where I was going. To me there's two issues with the parking. We have a downtown success that's created a parking problem, and we have your property which you believe is adequately parked but which we don't think is. What could be done to add additional parking?

MR. HOPKINS: A few of the things that have come up over time, especially, Chairman, with your comment about loading is that, whoops, I'm doing it again, is that, now there is a ComEd structure here and here and what have you. You know, this is not something that we have explored in detail with Staff. So, I'm speaking of the school, but the developer is sure willing to do a parallel slot all the way along here short of the sidewalk, and there's room for it. It should be something that we could explore and that would get a combination of a few guest spots, and then a short-term lay-by spot as well. So, it can take some pressure off of this and what have you. That's a direction we could go.

CHAIRMAN ENNES: Could that be limited, Bill, to just the building? That's kind of like street parking.

MR. ENRIGHT: No, because it's a public right of way.

CHAIRMAN ENNES: Oh, you wouldn't expect it to be --

MR. HOPKINS: Yes, we're not saying for anything other than guest spots and for the public benefit, but also for short-term drop-offs and such for the building itself. So, it would kind of be for the benefit for both the developer and the community.

CHAIRMAN ENNES: Neighborhood.

MR. ENRIGHT: One thing I just want to add is that, you know, Dunton Tower has an on-street loading space.

CHAIRMAN ENNES: Right.

MR. ENRIGHT: But it's 15 minutes, so it's UPS or it can be move-in/move-out, although Dunton Tower uses their back alley for those. So, this will be similar to that, you know, Highland instead of Sigwalt. I'm not sure we would be wild about the idea of parking on Sigwalt. We could certainly look at it, but we want to study that very carefully.

CHAIRMAN ENNES: Wait, I saw the marker down here on Sigwalt, not on Highland.

MR. HOPKINS: Right.

CHAIRMAN ENNES: Where the loading and unloading is.

MR. ENRIGHT: I'm just referring to what was proposed on Highland. It's no different than what we did in front of Dunton Tower.

CHAIRMAN ENNES: Oh, okay.

MR. ENRIGHT: It's not different than what's in front of the high rise over here.

CHAIRMAN ENNES: But that's eliminating parking spots on Highland.

MR. ENRIGHT: Yes.

CHAIRMAN ENNES: When it's going to be used infrequently. Is the suggestion that they could put, do you have any idea how many parking spots you could put in there? On Sigwalt at an angle?

MR. HOPKINS: 216 feet minus the knuckles at the corners divided by 22. What do you think, Sam?

MR. HUBBARD: Probably 10.

CHAIRMAN ENNES: I know I'm asking you off the top.

MR. HOPKINS: Eight?

MR. HUBBARD: About 10.

CHAIRMAN ENNES: 10, that's in addition to what would be there --

MR. HOPKINS: Let me reiterate, you know, this is outside of our control right here, that thing. You know, and this might preclude the width of one of those.

CHAIRMAN ENNES: What is there?

MR. HOPKINS: So, I'm thinking about eight, but we literally have never drawn it and we haven't really discussed it with Staff. But since it came up here a couple of times, we're sure willing to chase it.

CHAIRMAN ENNES: Okay.

COMMISSIONER LORENZINI: You know, in the city, the big city, they do a lot of public parking all over the city. Can you do public parking there?

MR. ENRIGHT: Where? Public parking on Sigwalt?

COMMISSIONER LORENZINI: The street, yes.

MR. ENRIGHT: No, we're not going to get into that in our streets, these are public streets and they're available to the general public for short-term parking.

MR. HOPKINS: Just to reiterate, you know, the developer is not asking for those 22 spaces.

CHAIRMAN ENNES: Right, I understand. But you're hearing the concern of the neighbors and other local businesses that parking is a huge issue. I don't believe the parking that you have internally can take care of guest parking and some of the other overload that would be added to the neighborhood from time to time.

MR. ENRIGHT: I want to add that there is two-hour parking, I made a statement about on-street parking, I mean our on-street system is downtown to our parking. In this bigger neighborhood where it is allowed, the streets are very narrow so it's usually only allowed on one side or the other, not both.

CHAIRMAN ENNES: Right.

MR. ENRIGHT: It's typically two hours. There is no parking allowed on Sigwalt because it's a collector street, so it collects quite a few cars transitioning from the neighborhoods to the major arterials.

COMMISSIONER CHERWIN: Terry, can I ask a question?

CHAIRMAN ENNES: Sure.

COMMISSIONER CHERWIN: Just as we're kind of, you know, brainstorming here on this parking issue, if we go back to that north side of the building, is there any opportunity for angled parking with a small drive aisle, say like one way or something like that back there that would potentially --

MR. HOPKINS: It's only 18 feet. 18.4 or something like that, and we've used about 40 percent of it up with our ramp bump, and we're detaining in the remainder. So, we don't have enough there to give, you know. I don't think we're in the business, I don't think we are in favor of, or the Village isn't in favor of doing angled parking or anything like that or pull in with 90 degree parking on any of the --

MR. ENRIGHT: I don't think we'd be real wild about parking on Sigwalt with, you know, taking that curb and losing a lot of green space. You know, we may, I guess we do have a little bit of parking downtown adjacent to, you know, I believe 18 feet, but you know, it can be looked at. I'm not so sure we'd be too wild about that, especially coupled with the variations that are sought.

CHAIRMAN ENNES: It could resolve some of the guest parking issue, as the developer is saying that they are adequately parked.

COMMISSIONER WARSKOW: Wait, wait, wait. What would the variance be? We would have to provide them a variance if we did not consider the 22 spots in the Vail Street garage.

MR. ENRIGHT: That's correct. That's because --

COMMISSIONER WARSKOW: So, what would that, what number of spaces would that variance be if we --

MR. ENRIGHT: 22.

COMMISSIONER WARSKOW: 22, okay.

MR. ENRIGHT: They would have 110 in the building which would be 1.25, they need 1.5 which is the 22 spaces. But if the Village decides based on the input that we're hearing and based on really previous input from the Board, they were saying a lot of the same things that the citizens are saying here tonight, that we don't sell it to them. We put a condition here of not only get a variance to parking that say in your leases you have to say you can't go to the Village looking for parking because we won't sell it to you, they won't be on our list. We have a list of the addresses that are eligible to buy parking, and this building would not be on that list.

So, in effect, it's going to, you know, to an extent I believe it ends up self-regulating. Again, if someone comes to them saying I want to rent that last two-bedroom unit or one-bedroom, I got two cars, they're like we only got one space left, all right, I've got to go up north where there's, you know, more parking in a different type of development.

MR. HOPKINS: The developer agrees with that.

COMMISSIONER DAWSON: Could I just ask? You said that any one in those other buildings will just need a guest parking. Is that a one-day overnight pass? What does guest parking mean?

MR. ENRIGHT: You can get up to eight 24-hour passes, and that runs from 12:00 noon to 12:00 noon.

COMMISSIONER DAWSON: So, eight in a row?

MR. ENRIGHT: You can get eight in a month.

COMMISSIONER DAWSON: Eight in a month.

MR. ENRIGHT: Then you can use them eight nights in a row or spread out. We've done a study on this, Jake here did it. For our whole downtown in 2016, 365 days, we sold approximately 2,200 nights of, you know, permits which are one, you know, one parking permit which equates to, and some of that is spread out in different garages but the Vail garage is the most predominant one, that equates to I think about five spaces on average per day.

COMMISSIONER DAWSON: So, this building would not be allowed to get guest parking then, is that what you're saying?

MR. ENRIGHT: No, I didn't say that.

COMMISSIONER DAWSON: Oh, okay. They would be able to get guest parking but not be able to get a permit for monthly parking at this garage.

MR. ENRIGHT: That's right.

COMMISSIONER DAWSON: For overnight parking. They could, but the other garages don't allow overnight parking, correct? When I used to commute in the city, I parked underneath in Evergreen. That's not overnight?

MR. ENRIGHT: No. Well, part of it is because --

COMMISSIONER DAWSON: But not for commuters.

MR. ENRIGHT: There are leased spaces for 77 South Evergreen.

COMMISSIONER DAWSON: But not for commuter.

MR. ENRIGHT: No.

COMMISSIONER DAWSON: I mean I guess my point is they couldn't even go get an overnight spot in a different building if they wanted it.

MR. ENRIGHT: No. We sell some reverse commuters that do park overnight, but that practice has been greatly reduced over the years.

COMMISSIONER DAWSON: So, the concern then from the Village, so why did Staff initially want to provide the 22 units? I just want to make sure. It seems like what you're saying to me now is the Staff would support or be comfortable with us removing those 22 units because it's self-regulating and that they would not be able to get monthly overnight parking. They could get guest parking but that's significantly limited, and then it would be up to the developer to make this successful with the limited parking that they have. Is that correct?

MR. ENRIGHT: Optimally, they should meet code. But again, it would be self-regulating because there's going to be no other option for people to park overnight. We don't allow it on the streets. So, they're going to be stuck with the 110. We think that our data shows that they're going to want a little more than that. They're saying no. Quite frankly, they are more experts than we are in developing, but we have some data from our downtown, we do have data though that shows that it's as little as one or 1.1 per complex but it's been more on the 1.4 to 1.6. Some of those are condos though which tend to be a higher number because it's a condominium.

So, would we be uncomfortable if they add a variation for 1.25 and had the 110? No, we wouldn't. If it's better to save those spaces for something else like customers, but there's another component to that. Just because you do that with this development doesn't necessarily mean that overnight those spaces become available for customers either because we're going to have to make bigger changes to how we allocate parking in that garage to begin with. Because right now those 22 spaces are only for permits, not for customers.

COMMISSIONER DAWSON: Sure.

MR. ENRIGHT: But we are going to be looking at that. We're going to be

looking at how these spaces are set up in the garage.

COMMISSIONER DAWSON: I completely understand why Staff wanted those spaces and that you have a lot of experience with what people that live in Arlington Heights are looking for associated with cars. Typically when we're talking about a shopping mall with customers and such, the shop owner can't always control how many people are driving in. Here, it is somewhat self-regulating. But I hear the burden on the parking garage. I drive there very rarely, even when I drive there it's crazy in that garage.

I'm also concerned about the drop-off on Highland. I agree, that area there is dangerous, driving through there. Can we limit, I saw the drop-off hours, there's too much paper, but they were very, it's like 9:00 to 4:00 on Saturdays, and 9:00 to 6:00. Can we limit that more? Is there a way to maybe police better how -- no?

MR. ENRIGHT: That's a tough one.

COMMISSIONER DAWSON: That's a tough one? Okay.

MR. ENRIGHT: I mean, you know, the police have a lot of things to be attending to, you know, safety. This is safety for sure, I get it, but checking to see if this loading zone is one thing versus other loading zones, oh, which hours is this one by the way, I have to look it up somewhere.

COMMISSIONER DAWSON: Yes.

MR. ENRIGHT: That gets untenable quite frankly, to try to monitor that and enforce something like that.

COMMISSIONER DAWSON: Yes, I guess when I said policing, I didn't necessarily actually mean the police. I meant, I agree with what you're saying, it's a burden on the Police Department to put those rules in place. But generally people will follow, not all but many people follow the rules. If we could restrict the hours, it might ease some of the burden on this area. I mean I understand what you're saying about the police. Any other thoughts? Terry, I'll let you do your job this time.

CHAIRMAN ENNES: So, do we all agree we have two parking issues here? We have a downtown parking and we have this property.

COMMISSIONER DAWSON: Right.

COMMISSIONER WARSKOW: Yes.

CHAIRMAN ENNES: Are we comfortable with the variance that's proposed?

COMMISSIONER DAWSON: The variance that's proposed as they buy the 22 spots?

CHAIRMAN ENNES: Right, that they have access to those?

COMMISSIONER DAWSON: No, I'm not comfortable giving them the 22 spots.

COMMISSIONER WARSKOW: No, I'm not.

CHAIRMAN ENNES: So, you're saying don't give them any, just let them go on their own?

COMMISSIONER WARSKOW: And another variance.

MR. ENRIGHT: That would require a variance.

COMMISSIONER DAWSON: We would add a variance, too.

CHAIRMAN ENNES: A parking variance, that we'd allow them to have fewer parking spots.

MR. ENRIGHT: 1.25 instead of the required.

CHAIRMAN ENNES: 1.5, right. The setback issue, when I first looked at --

COMMISSIONER WARSKOW: Because it's required by code, if they're not going to have enough parking spaces, we would have to write a variance to allow them to have those parking spaces. They're saying they wouldn't rent to somebody who would have more cars than they have spaces to provide them.

AUDIENCE MEMBER: They also have tandem parking spots in their basement parking.

CHAIRMAN ENNES: Wait, wait. The public section is done. So, as far as the green space, when I first looked at these setbacks, I couldn't believe how small they are. But when we see this 18 or 20-foot right of way and the landscape drawings, it's pretty nice green space.

COMMISSIONER WARSKOW: Right.

COMMISSIONER DAWSON: Yes. Yes.

COMMISSIONER WARSKOW: It's not as much as I would want, but are we ever going to get a development in here that's going to say it's going to be able to make its return on investment and have a smaller footprint? I don't know.

COMMISSIONER DAWSON: I think the history with this property is that it's been extremely difficult to find someone to put something in this space. I don't agree that the vacant space there isn't, damaging is the wrong word, but I think having a big parcel of vacant space is unattractive to our downtown and attracts littering and other elements. I as a resident of Arlington Heights have always wanted to see something go there.

COMMISSIONER WARSKOW: I'd love a park, but that isn't going to happen.

COMMISSIONER DAWSON: Well, I'd love a park, too. So, I can see that Staff is working hard to bring someone in, and this is the only type of development that's going to go in that space that is economically feasible for that space.

COMMISSIONER WARSKOW: Yes. Mixed use, higher density, yes.

CHAIRMAN ENNES: Transitional, doesn't have the retail for shopping, in and out parkers. Do we have --

COMMISSIONER CHERWIN: I have one question. Bill, could you, real quick, the AT&T building to the right, I see on the Comp Plan it's a mixed use designation. What is it currently?

MR. ENRIGHT: It's currently mixed use on the Comprehensive Plan and currently zoned B-5 Downtown.

COMMISSIONER CHERWIN: So, without the types of variations other than say the mixed use and the first floor commercial, what kind of building, I'm kind of looking at those sites somewhat similarly sized, and so we've got the same neighbors here, we've got this AT&T building being marketed. Without any sort of variations right now, what kind of structure, you know, sort of density-wise, what kind of structure could go up on that?

MR. HUBBARD: It would be 112 units under the B-5 with the exact same size as this property.

COMMISSIONER CHERWIN: So, right now the property we're looking at, without any of the variances that we're talking about, you could, CA Properties could go on to AT&T building site for almost about the same footprint and put up how many units?

MR. HUBBARD: 112 units.

COMMISSIONER CHERWIN: Without coming for the variances, and that's right across the street.

CHAIRMAN ENNES: Or that could be an expanded parking garage, although those --

COMMISSIONER GREEN: And they have the opportunity to go in higher or taller.

COMMISSIONER CHERWIN: Right. I mean what's the height on that then? So, we're talking, I think in your Design Committee it was four to six on the subject property height-wise, four to six stories. What's permitted on the AT&T site right now?

MR. HUBBARD: 90 to 140 feet depending on different setback --

MR. ENRIGHT: But it won't be 140, I can tell you that. They couldn't get that much.

COMMISSIONER DAWSON: No, but the point is well made.

CHAIRMAN ENNES: So, does anybody want to make a motion?

COMMISSIONER LORENZINI: I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of PC#17-008, a Rezoning from R-3 One-Family Dwelling District into the R-7 Multiple-Family Dwelling District; a Planned Unit Development (PUD) to allow the construction of a five-story 88-unit residential development; a Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot;

And the following variations:

1. **Chapter 28, Section 5.1-7.3, *Minimum Area for Zoning District*, to allow the R-7 District to be approximately 1.39 acres where code requires a minimum of two acres for the R-7 District.**
2. **Chapter 28, Section 5.1-7.4, *Minimum Lot Size*, to allow a 39,587 square foot lot where code requires a minimum of 67,800 square feet in lot size.**
3. **Chapter 28, Section 5.1-7.6, *Required Front Yard*, to allow a front yard setback (east side) of 10.5 feet where code requires a 48-foot setback.**
4. **Chapter 28, Section 5.1-7.6, *Required Front Yard*, to allow a front yard setback (west side) of 16.3 feet where code requires a 48-foot setback.**
5. **Chapter 28, Section 5.1-7.6, *Required Side Yard*, to allow a side yard setback of five feet where code requires a 34-foot setback.**
6. **Chapter 28, Section 5.1-7.6, *Required Exterior Side Yard*, to allow an exterior side yard setback of 18.3 feet where code requires a 20-foot setback.**
7. **Chapter 28, Section 5.1-7.7, *Maximum Building Lot Coverage*, to allow 72 percent building lot coverage where code allows a maximum 45 percent building lot coverage.**
8. **A variation to the maximum allowable building height to increase the maximum allowable building height from 60 feet to 62.5 feet.**
9. **Chapter 28, Section 5.1-7.13, *Maximum Floor Area Ratio*, to allow 253 percent FAR where code limits maximum FAR to 200 percent.**
10. **Chapter 28, Section 11.7(A), *Loading Requirements*, to waive the requirement for**

- one off-street loading space.
11. Chapter 28, Section 6.6-5.1 *Permitted Obstructions*, to allow certain balconies to project 5.3 feet into the required front, exterior side, and side yards.
 12. Chapter 28, Section 6.6-5.1, *Permitted Obstructions*, to allow a transformer within the required front yard setback where code requires all transformers to be located outside of all setback areas.
 13. Chapter 28, Section 11.2-7, *Size*, to reduce the required depth of certain parking stalls from 18 feet to 16 feet.
 14. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20 feet wide where code requires a minimum drive aisle width of 24 feet.
 15. Parking variance from 1.5 spaces down to 1.25.

This approval shall be subject to the following conditions:

1. Overhead utilities along the Sigwalt Street east of Highland Avenue and west of Chestnut Avenue shall be buried unless Commonwealth Edison and the Village deems that it is not feasible, in which case the overheard utilities will need to be relocated to the south side of Sigwalt Street.
2. Move-in/move-out operations shall be restricted to between 7:00 a.m. to 6:00 p.m. on Monday through Friday and 9:00 a.m. to 4:00 p.m. on Saturday and Sunday.
3. Residential units are approved as rental apartments. Converting residential units to condominiums shall require an amendment to the Planned Unit Development.
4. The Petitioner shall provide a final construction schedule/phasing plan, including detailed information on street closures, at time of building permit for review and approval by Staff.
5. The Petitioner shall comply with the August 15, 2017 motion of the Housing Commission to provide a \$325,000 fee in lieu of providing the 13 affordable housing units (\$25,000 for each affordable unit omitted from the development) to be paid at the time of the building permit.
6. The Petitioner shall comply with all Design Commission recommendations from the September 12, 2017 Design Commission meeting.
7. School, Park, and Library contributions shall be required per Village code prior to the issuance of a building permit.
8. The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.

COMMISSIONER DAWSON: Wait, number one is out?

MR. HUBBARD: Number two would be out.

COMMISSIONER LORENZINI: Number one is the Village is going to sell up to 22 permits, we're going to eliminate that.

COMMISSIONER DAWSON: Oh, right.

CHAIRMAN ENNES: Yes. That's on the conditions.

MR. HUBBARD: Conditions should be three through eight.

COMMISSIONER DAWSON: Yes, two needs to be out as well.

COMMISSIONER LORENZINI: Okay, yes. Okay, correct that to the following conditions, one and two are out, and three through ten are included.

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: We should take a vote.

COMMISSIONER LORENZINI: Roll call.

COMMISSIONER DAWSON: Roll call.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: No.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: No.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: No.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes. That's three-three? Or no, four-three.

MR. HUBBARD: Four-three.

CHAIRMAN ENNES: So, you've got a favorable recommendation. You're familiar with the remaining variations and conditions and you're agreeable to them?

MR. PORTO: Yes.

CHAIRMAN ENNES: So, your next step is to go before the Village Board.

MR. HUBBARD: That will be on October 16th --

CHAIRMAN ENNES: Thank you. Do we have anything else? We're done?
So, do we have motion to adjourn?

COMMISSIONER GREEN: Motion to adjourn.

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

(Whereupon, at 10:30 p.m., the above-entitled petition was concluded.)



Item: Ivy Hotel - 10/11/17

Department: Planning & Community Development

ATTACHMENTS:

Description

Ivy Hotel - 10/11/17

Type

Minutes

PLAN

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

COMMISSION

RE: IVY HOTEL - 519 WEST ALGONQUIN ROAD - PC#16-012
LAND USE VARIATION FOR HOTEL

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, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

BRUCE GREEN, Acting Chairman
LYNN JENSEN
JOE LORENZINI
SUSAN DAWSON
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner

ACTING CHAIRMAN GREEN: We're going to call this regular meeting of the Plan Commission to order. Our first agenda item is if you'd all please rise and join us in the pledge of allegiance?

(Pledge of allegiance.)

ACTING CHAIRMAN GREEN: Sam, would you take the roll call please?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

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: Commissioner Ennes.

(No response.)

MR. HUBBARD: That will make it Acting Chairman Green.

ACTING CHAIRMAN GREEN: Here. Our first agenda is approval of minutes from the Chestnut Avenue Subdivision.

COMMISSIONER JENSEN: So moved.

ACTING CHAIRMAN GREEN: Is there a second to that?

COMMISSIONER SIGALOS: Second.

ACTING CHAIRMAN GREEN: Any discussion? All those in favor say aye.

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: All those opposed?

(No response.)

ACTING CHAIRMAN GREEN: Motion carries, which gets us to our first and only public hearing up tonight which is PC#16-012, the Ivy Hotel. Is the Petitioner present here tonight?

MR. O'CONNOR: Yes. I'm John O'Conner representing the Petitioner, Ivy Hotel, the Petitioner here.

ACTING CHAIRMAN GREEN: Do you have a, who is going to speak on your behalf tonight? Because I'll swear you all in at the same time.

MR. O'CONNOR: Actually all of us.

ACTING CHAIRMAN GREEN: So, whoever might make comments, please stand and we'll swear you in. Raise your right hand.

(Witnesses sworn.)

ACTING CHAIRMAN GREEN: Thank you. The way we get started here is if you would give us your name and spell your last name for the court reporter, and we can get the procedure moving. But before that, Sam, have all the public notices been posted properly?

MR. HUBBARD: They have been, yes.

ACTING CHAIRMAN GREEN: Thank you. Step up and tell us what you'd like to do.

MR. CAZARES: James Cazares from the Ivy Hotel.

ACTING CHAIRMAN GREEN: Spell your last name.

MR. CAZARES: C-a-z-a-r-e-s. I'd like to introduce everyone that's here as well, too.

ACTING CHAIRMAN GREEN: Well, when they come up to speak, they can give their names and give it to the court reporter. So, if you're going to start the presentation, please do.

MR. CAZARES: In 1998, my mother came to Arlington Heights and she purchased a little rundown house/Polish buffet. It's called the European Crystal. It was doing very poorly. We had I remember almost no customers and we really struggled to make the mortgage payments. We had an idea to convert it to a banquet hall. We weren't doing good as it was and we had to figure out plan B, and we did.

We came over here, I remember Arlene, she really guided us through the process and she helped us to accomplish that. During the construction process, something happened called 9/11. After that, the collapse of the hospitality industry. We opened up this banquet hall with no business, with three weddings on the book and a six-million-dollar mortgage. We stood there, you know, we said, well, we're either going to lose the building or we're going to bust our ass to make something happen.

My mom, she worked day and night. She did laundry. She set up the banquet hall table. I was in high school at that time; I came after to help clean dishes. My father did any kind of repair that needed to be done because we couldn't afford, you know, a maintenance company.

We've been doing business in Arlington Heights, I'm very proud to say, for over 20 years. The banquet hall has produced in that time over \$45 million of revenue. We are the only freestanding banquet hall left in Arlington Heights. We've watched our competitors close down. When people ask us the question, how are you able to do it when others can't, I'm going to tell you how we did it. We did it because of this woman over here. This woman put every inch of her body, of her soul, of her dedication to this business. It is her family. She thinks about it every night. When someone calls at 10:00 o'clock at night, she will pick up. If there's a funeral that needs to happen on Monday, she's there. That is the dedication that you do not see today, it's very rare. You get a voicemail, you get an answering service, you no longer have that person-to-person connection.

In 2012, me and my father went to go buy a building in downtown at the height of economic recession number two I'd say. You know, every time we do something, something bad happens right afterwards. We buy this building downtown, a 16-story vacant office building at 233 East Ontario. We go and we say, you know what, we're going to build a hotel. We've never done it before. We have no idea what we're doing, but we're going to go try and do it. We call up St. Analysis de'ville, do you know that the hotel business is in a severe depression? Forget about the word recession. So, we said, well, no one is building so we'll go try it out anyway.

We built the hotel. We were the only hotel to open up in 2012, the only. If you could imagine the hotel in a city that has over 35,000 rooms. My mother came down,

she worked everyday. We actually welcomed our first guests, the front elevator was not working and my mom went to 7-11 to go buy them some amenities, some water or Snickers. My father was there everyday. We worked with the people.

Being a family business, we understand the person-to-person connection. The first year was a rough year. 2012 was a terrible year actually for most hotels, but we survived. I'm pleased to report that in the last five years our hotel has hit the \$40 million market revenue.

We're not a chain. We're not part of Marriott, a mega, mega hotel over one million. We're not Hilton with over a million rooms either. We're a family business. We work directly with the customer and the customer seems to appreciate that. We're here today to let you know that my mom who has worked in Arlington Heights and put her blood, her sweat and her tears in this business has a \$250,000 property tax bill of which every dollar that she makes, 25 cents goes to it. I'm here to let you know that the banquet hall has an 80 percent vacancy rate. From Sunday to Thursday, we have almost no business. We sit down and we say, mom, how can we make the highest and best use of this property? Let's come, let's put a boutique hotel over here, we have the experience with downtown, we have multiple clients that we can refer over to you.

Just this morning, we had group called the California Academy of Physicians that stay in our hotel who said James, you know, we're outgrowing you. We have 100 physicians that meet across from the country and we'd like to meet some place by the O'Hare region. I said stand by, I'll let you know what happens if we have a hotel or not. So, we have that person-to-person connection.

We're here to give you a Q&A of any questions or concerns in regards to the hotel that we're proposing. We're proposing a 120 some plus room hotel. That would be around 13 stories. It would be a boutique hotel, it would be the same hotel that we have downtown. It would be a 4.5-star hotel. It would be the only 4.5-star hotel in the suburbs. How we're able to do this is by offering the amenities to our guests, having the restaurant, having the spa service, having the room service, having the coffee shop, having the gym, and offering that lifestyle brand. It definitely is something different that the Staff in Arlington Heights are not accustomed to.

The mind set is a 3-star limited service hotel, it's something that we're not going to be doing over here. If we were going to put a 3-star limited service hotel, we'd rather just not even do it, put it away, because we have no way to compete with the Hiltons, with the Marriotts, with the IHGs, with the big guys. We couldn't do that downtown. There would be no way to do it. What we're trying to do is to make our family business which is independent, we have one location downtown and another one in the southern part of Arlington Heights, to bring that residual business to Arlington Heights, to bring the transients from O'Hare to come, to bring the business traveler who would normally stay in Schaumburg to want to stay in our hotel because we're the only 4.5-star hotel. We're the only one that has the amenities, and these amenities are exclusive to our guests. A person off the street cannot come and use our rooftop, they cannot come and use our spa, they cannot come and use any of the 4.5-star amenities that we have.

So, that exclusivity that we've done downtown, we'd like to bring into Arlington Heights. We think it would be a great success. I think it would be a great repositioning for my mother who has been doing business in Arlington Heights for over 20 years. I think it will be a great addition for the community. Thank you so much. We're going to keep it as a Q&A, you

know, and we'll let you get our experts who specialize.

ACTING CHAIRMAN GREEN: We'll get back to that, because after your presentation here, we're going to go to the Staff report, and then the Commissioners will have a chance to ask questions to any and all. So, Staff, would you give us the Staff report please?

MR. HUBBARD: Thank you, Chairman Green, and good evening to the Plan Commission. The subject property is located at 519 West Algonquin Road, that's located just west of the intersection of Algonquin and Arlington Heights Road. It's in an M-2 Limited Heavy Manufacturing Zoning District, and hotels are not permitted either by right or by special use in the M-2 District. So, the Petitioner is before you this evening to request a land use variation to allow their proposed 126-room hotel within the M-2 Zoning District. Additionally, they are seeking a parking variation to reduce the parking requirements of 310 spaces to 172 spaces, and I'll talk more about that later on in the presentation. Finally, they are asking for a small variation to reduce the length of one of the drive aisles from 24 feet to 23 feet in width.

The Applicant has gone through a number of steps in order to get before the Plan Commission this evening. Back in March of 2016, they appeared before the Plat and Subdivision Committee. After that, they moved on for an early review with the Village Board on August of 2016. They also had a second early review with the Village Board on March 20th, 2017, and then they returned back to the Conceptual Plan Review Committee in July of this year as well.

I can kind of summarize those four meetings by saying I think everyone was generally supportive of the use of a hotel in this location. I think everyone understands that a banquet hall and a hotel can be compatible and complementary to each other. So, I think everyone was generally supportive of the use. But we heard time and time again during those preliminary meetings that in order for this site to succeed, the proposed hotel would need to address parking, and we wanted to make sure that there wasn't a parking problem on any of the neighboring properties as a result of this development.

On July 25th, the Design Commission met to consider the proposed development. What they saw is displayed before you here in the rendering. The Design Commission was supportive of this project, they made a positive recommendation of approval. They did add a few conditions to their approval. They wanted to make sure that all mechanical units were screened, and they wanted the Petitioner to enhance the southern elevation. What you see here is the northern elevation, that's what faces Algonquin Road. The southern elevation is what will be visible from the tollway. I think, you know, on the northern side we see this really nice glass curtain wall, and I think the Design Commission just really wanted to make sure that the southern side of the building also had some good architectural details because that's going to be also very visible from the tollway.

They also asked that the Petitioner incorporate site furnishings that matched the hotel and they add some specialty paving at the entrances to the hotel. Finally, because the grand entrance to both the hotel and the ballroom would be through the front of the hotel, they just wanted to see some enhancements to the entrance area and to kind of, you know, make it a pronounced design suitable for this kind of grand entrance to the hotel. Again, the Design Commission resulted in a recommendation of approval.

So, here is the aerial, and you can see the existing site. What I'm going to point out for you here, and I don't know if you can see it on your screens, so right here, this is the area where the hotel will be built on top. Currently, it's occupied by some smaller

banquet rooms, and the hotel would demo those rooms and then the lobby would be here and then some of the development will rise on top. This is the main ballroom for the banquet hall and that would remain unchanged. That's what contains most of the banquet spaces for this facility.

This is kind of a zoomed out aerial just showing the context of the neighborhood. When we analyzed the suitability of a hotel in this location, we considered some key factors. One was the proximity of the site to the tollway. You can see, here you can see you could just drive down Algonquin Road, take a right onto Arlington Heights Road and access the tollway which is located immediately south of the subject property. This means that the hotel would have great access to O'Hare Airport.

We also looked at the neighboring vicinity in relation to what other uses are there. You can see there are multiple hotels in this vicinity. You can count I think six just on this map here. So, given the proximity to the highway interchange and that hotels are very compatible uses to highway interchanges, proximity to O'Hare Airport, and the surrounding hotels that make up the neighborhood, we felt that this proposed hotel was compatible with the surrounding land uses and we were supportive of the land use variation concept for a hotel at this location.

Here is the site plan and this is rotating the view of the property and fitted in the slide here. So, to the north is on the right-hand side, that's Algonquin Road on the right-hand side of the slide. Again, the proposed hotel would be constructed right here. Analyzing it from a site design standpoint, I think, you know, Staff is supportive of the site design. It was well designed and the hotel would provide some nice amenities. You can see here an outdoor patio area which would have a fire pit and a trellis or pergola.

The setbacks were suitable for a development of this size, both to the north, south, east and west. There was a small variation that was needed, and that's really, it's just this kind of pinch point right here where the drive aisle takes a turn. As the drive aisle turns, it's more like 23 feet in width, 24 feet is what's required by code. The Petitioner has provided us with their model turning exhibits for a fire truck, and if we take a look at it, a fire truck can navigate through the space so we're really not too concerned with the one-foot reduction in the drive aisle width.

There were some minor site issues relative to landscaping and some property maintenance and storage. But by and large, there wasn't anything else in the site design that, you know, we felt was a significant issue that couldn't be resolved moving forward. However, there was an issue with the parking and the parking variation.

So, our parking requirements for a site are based on the sum of all the uses that go into the site. Up at the top table here, you'll see the parking requirements for the existing facility, and then down below this is the sum of the parking requirements for the various uses proposed in the hotel. The primary parking drivers are the main banquet space which would remain, also the hotel, and then finally the 12th floor that's like a bar or lounge area proposed on the roof of the 12th floor. There are other small drivers of parking like the proposed coffee shop and a spa on the first floor, but that was really insignificant. The most pertinent things are the hotel, the 12th floor bar lounge and then the banquet hall.

All together, it equates to a parking requirement of 310 spaces, and the subject property would provide only 172 spaces. That's a three-space reduction from what they have now just to accommodate some of that outdoor patio area. This breaks down to 138-space parking deficit which Staff believes is pretty significant.

In our analysis of the suitability of this variation, we found issues at a number of areas. First, we had trouble identifying what the peak weekend parking demand would be. The parking study based their peak parking demand on two evenings of survey in March of 2017 which had an estimated attendance of 375 people and 390 people. But the total number of patrons arriving that were observed in the parking analysis doesn't equate to that many people. I think they observed 103 people arriving and 181, respectively.

So, given this inconsistency, we had trouble relying on these figures to estimate what the true parking demand would be in the combination of this banquet hall and this hotel use. In lieu of that, we had asked that the Petitioner provide a list of comparative examples of other banquet hall and hotel facilities, and survey those to see what the estimated demand for this facility would be. The parking study did provide a survey of the Courtyard by Marriott, but we didn't feel that this was really an applicable hotel to compare to. It does have a banquet facility space but that's only about one-fifth the size of the banquet facility that we have at the Ivy Hotel, the European Crystal Banquet Hall. The survey didn't have any information on what was going on that day, there was no explanation of what events were occurring, there was no understanding of what the occupancy in the hotel was on that evening, so we didn't feel that that was really a comparative example.

Another issue that we had was we didn't believe that we had enough survey data, there was some incomplete data. The study did cite the Doubletree Hotel, but they didn't actually survey the parking there. So, we don't know, is what's provided by the Doubletree Hotel at capacity? Is it under capacity? There is no survey so we just don't know if that's a successful ratio. Furthermore, the Doubletree is a little bit more unique. I think they are surrounded by open parking areas by the office uses, and so, you know, we believe that parking probably overflows onto those parking areas. In fact, when the Doubletree was approved, we did require a parking easement be established with one of the neighboring property owners for I think around 72 parking spaces. The Doubletree also was required to land-bank around I want to say 75 parking spaces. So, again the amount of parking in there is maybe not representative of really what the demand is of that facility.

Another issue that we had was the valet parking that was proposed. We didn't believe that that was viable. So, let me just back up here. I don't know if you can see on the screen that there are several valet parking spaces proposed. One here, there's double rows here, and then there is a double row of valet parking here as well. We didn't think that that was viable. If it was a single row of valet parking spaces, that would allow room for cars to leave in and out. But if for some reason, you know, a car was needed to be accessed on the interior, that's really not a practical arrangement for valet parking. So, I don't know if we can rely on the 45-space number provided by the Petitioner. We think maybe, you know, more reasonably it would be around 30 spaces.

A big issue we had was that we just didn't see a contingency plan outlined in the application. We wanted to know, if parking did become a problem, where will this overflow of parking occur? How would the Petitioner be able to accommodate for this overflow? We just wanted to make sure that there was no adverse impact on any of the neighboring property owners. Without a formal easement or agreement to share parking on those sites, you know, parking could become a problem if it overflows.

We also noted that, you know, weekend traffic and parking may still be significant based on the market study that was provided. They estimated that the peak

occupancy would be at 75 percent on weekdays, but they found that peak occupancy is really not that far off on weekends at about 72, just shy of 73 percent. One of the rationales presented to justify the parking variation was that the banquet hall would be in use primarily on weekends when the hotel is not really at peak occupancy, and the hotel would be at peak occupancy during the work week when the banquet facility was not at peak occupancy. But based on the market study, we're seeing peak occupancy is close to identical for the hotel. So, that was an issue for us as well.

Relative to traffic, the traffic study relied on the same two days of parking surveys in March where we didn't see the amount of attendance at peak in the banquet hall. So, we really couldn't rely on those numbers as well. They were relying on low numbers to establish peak, then we believe that, you know, peak traffic and parking for the banquet hall would be higher than that. You know, we really couldn't estimate how the traffic impact of this could be accommodated.

During the process, I think we went back and forth with the Petitioner on a lot of things. We were trying to brainstorm ways where maybe he could come into compliance with code or at least get a little closer. I think we discussed a structured parking, a parking deck, and that was, I don't think that was financially feasible. We directed the Petitioner to some neighboring properties where maybe he could purchase or lease or come to an easement agreement for shared parking. I don't know if that was successful. We discussed reducing the size of the hotel maybe to lower the parking demand.

So, there were a lot of options we discussed over time. I think the Petitioner feels like they've done what they can at this point and I think they had asked to appear before the Plan Commission and the Village Board to ultimately get an answer as to the viability of this project.

So, in sum, I think we're really supportive of the use. We think that a hotel and banquet hall would be a good use of this location. We really want to facilitate the reinvestment on the subject property. But given our concerns over the parking and traffic, we just can't support this application. So, we are recommending denial of the application, although it was a long and tough deliberation on Staff's end. We really like the project. We think the design of the hotel is great and again the use is in an excellent location. It's just the parking, the traffic that we don't feel has been resolved at this point, so we can't support the application.

If the project receives a recommendation either in favor or against this evening by the Plan Commission, it will be placed on the November 9th Village Board meeting pending availability for their final consideration. So, that's all that I have, I'd be happy to answer questions.

ACTING CHAIRMAN GREEN: Thank you, Sam. Is there a motion to enter the Staff report into the record?

COMMISSIONER LORENZINI: I'll make that motion.

ACTING CHAIRMAN GREEN: Is there a second?

COMMISSIONER DAWSON: Second.

ACTING CHAIRMAN GREEN: All those in favor say aye.

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: All those opposed?

(No response.)

ACTING CHAIRMAN GREEN: So moved. Okay, we'll move on to

questions. Who would like to start? Lynn, would you like to start?

COMMISSIONER JENSEN: Yes, sure. First of all, I think based on your remarks, Mr. Cazares, your family needs to be commended for what you have done at the European Crystal. I've attended many events there. I think it's a wonderful facility, and I think your family has worked hard, especially your mother and I think you've done very well.

What I want to go to, because I was in some of the committee meetings, is that you have appeared before four different groups of officials of the Village. You've been told the same thing by all four groups. They're very enthusiastic about the concept. They don't want to see this property just become vacant and another business, you know, go out of business. But you've been told one thing consistently through all four of those hearings, which is you've got to address physically the parking issue.

As I read all the paperwork that I saw on this, you had never addressed the issue of parking physically. You've had consultant reports, and you've basically come back with the same amount of parking each time. So, I have a question. My question is this. What are you expecting from this hearing that's any different than any of the other hearings since the Board itself in two early reviews has told you they're enthusiastic but the parking is going to be an issue? So, even if this Commission were to give you a positive recommendation, it's not very clear that the Board would give you a positive outcome. So, what are you expecting from this hearing tonight?

MR. O'CONNOR: We did take --

ACTING CHAIRMAN GREEN: Excuse me, you have to identify yourself and spell your last name.

MR. O'CONNOR: I'm sorry. My name is John O'Connor, I'm representing the Petitioner. As you pointed out, we did go through two early reviews with the Village Board, and it's no surprise that parking is the main issue and you're right. The Board and I think the others and Staff are enthusiastic about the project, the idea of a hotel being there, additional tax revenue to the city, you've got additional property tax and hotel tax itself, a number of new employees being brought into the city, hotel attendees attending here being able to spend money in the city, et cetera.

We did listen to what the Village had to say and we did, this is what we did with respect to parking. So, initially, and I don't remember exactly when it was, the hotel was actually larger in scale. So, we did scale back the project trying to become more in conformance with the required parking. We also did approach a number of nearby property owners that were identified by the Village to try to see if there was something that could be acquired to build a parking lot on. There was nothing available.

We did, however, get, there is a property immediately to the south of this, there's a building there that is, Brite-O-Matic owns it, and then immediately south of that, there is an empty lot. That was one of the lots that was identified. The owners of that are the same owners of the Brite-O-Matic building. So, they're not interested in selling; however, you can use our parking whenever you want, for Brite-O-Matic will be behind it. So, that is one thing that we have obtained in terms of a contingency plan for overflow parking.

COMMISSIONER JENSEN: Is that in writing? Or is that --

MR. O'CONNOR: We do have a letter in writing, and we could get a more formal lease. But they've been very receptive to it and they just, I don't know why they're not interested in selling their property, it's a vacant lot, they're just not. We tried and there really isn't

anything else available around it to do it.

COMMISSIONER JENSEN: What's the number of spots, number of parking places that might --

MR. O'CONNOR: About 60 spots. So, in addition to that, if I could, could you pull up the parking slide, if you could please now? I mean one of the reasons we're here today is we want to address not just parking but maybe some of where we think there are misperceptions on parking. We think a number of the parking that's required here are being double counted.

What I've done in looking at this is if we've got 310, then we can have the parking expert come up here and answer more specifically, we have 310 required parking spaces. There's 172 that are provided. There are at least 30 valet spots although there are potentially 45. There's 59 spots that are designated required for the lounge, and an additional eight spots for the first floor spa. Both of those amenities would only be available to hotel guests, but that's already counted for in the hotel requirement of 126. If you subtract all those out, we're down to a deficiency of 41 spaces which is a lot more realistic than asking for a variance of 138 spaces when you look at that. I know the valet space technically can't be counted, but I think it does mitigate with parking requirements.

So, we've done a number of things to try to get to that point. We also believe that the number of spaces that are required, frankly, we think aren't in line with current driving requirements that people have. The Petitioner plans on having contracts with many of the major airlines to house pilots and flight attendants and anticipates that could be up to 20 percent of their business. The vast majority of anyone coming from O'Hare Airport is going to arrive in a limo, in a taxi, they're going to take Uber or Lyft, they're not going to have a car. The hotel will also have a shuttle service. So, we think a lot of the parking that is required, although we understand it is required by code, really isn't necessary.

So, beyond that, if you want to come up to talk about parking more specifically?

ACTING CHAIRMAN GREEN: Do you have a question for the --

COMMISSIONER JENSEN: Well, yes, and that doesn't include the 60 that you could get an agreement?

MR. O'CONNOR: Exactly, right, that's what I'm saying.

COMMISSIONER JENSEN: But it wouldn't be the duration of that agreement, it wouldn't be into perpetuity I assume?

MR. O'CONNOR: Well, we can't get, I mean, they own the property.

COMMISSIONER JENSEN: Sure.

MR. O'CONNOR: If they give us a lease in perpetuity, they wouldn't be able to sell the property at some point in the future. It would be a problem for them.

COMMISSIONER JENSEN: Yes, I don't actually have any more specific questions on parking. I do of Staff, so I'd like to ask our Staff here. You've asked for a lot of additional information to be provided, additional surveys, you've asked for a lot of other things. I guess it's not clear to me that even getting that information is going to help decide this one way or the other. I guess my question is do they really have to deal with some level of this deficiency physically rather than just give you information about it? Because sending them off to get more information when basically we have in mind a target that they need to hit is a little disingenuous from my point of view.

So, I think if we really want them to physically create some more parking in one way or another, then we need to tell them that rather than sending them off to gather more data. Now, I do think they are making a good point that they've got a lot of these that maybe don't count. So, maybe that 138 is a little high. But what is it that Staff really needs to have happen to make a recommendation not only to us but to the Board in terms of physical spaces that need to be added?

MR. HUBBARD: I don't think there's a magic number. I think if we had a magic number, we would certainly share that with the Petitioner and say, look, you just need to find, you know, 45 more spaces and then you'll be at capacity. I think that we were asking for more surveys so that we could find that number. We wanted to see additional properties surveyed so that we could determine what that peak parking demand would be based on what other, you know, hotels provide and what other hotels use and are occupied on their parking fields during nights when they have banquets and, you know, occupancy of their hotel. So, if we want to see that survey data and we want to say, you know, it looks like a similar hotel with similar size that was surveyed over multiple nights that had full capacity banquets only needed X amount of spaces, then we could translate that to this situation. But that's what we don't have, so we don't have a magic number to share, unfortunately.

COMMISSIONER JENSEN: Well, what they've given you in lieu of that is they've had two consulting firms who have given us, you and us, a professional opinion. They've had the marketing firm give a professional opinion and some of it has to do with parking, and they indicate that amount of parking should be adequate. Then you have the parking study done by the folks who do traffic and parking, and they've given us a professional opinion that it's adequate.

So, I guess I'm always leery of sending people off spending money collecting more data when I don't think the data is going to significantly change the outcome. I really don't have anything more at this point. I will pass it on to someone else. Later on, I may want to follow-up with some things, but that's all I have.

ACTING CHAIRMAN GREEN: Thank you, Lynn. Joe?

COMMISSIONER LORENZINI: Sam, normally I don't put much faith in market studies. You know, if Subway wants to open across the street from another Subway, I figure that's free market and let them fight it out. But this is a significant property and we've got a lot of hotels in the area. Is there any concern on Staff's part if there is a market for another hotel?

MR. HUBBARD: You know, it's tough for the Village to regulate competition. I think we asked for the market study as kind of a means to understand if there is a need and for the public convenience which is one of the criteria of approval. But you know, in reading the market study, it didn't show that this would adversely affect any of the neighboring hotels. So, in that sense, you know, we believe that there could be a market for this and we don't see any cause for a significant alarm.

COMMISSIONER LORENZINI: Okay. Now, as far as stormwater goes, we're really not changing the impervious surface very much, so I assume that's not an issue?

MR. HUBBARD: Right. They already have an underground detention vault, and I believe that they've run the calcs and that that vault has adequate capacity to accommodate any additional storm water.

COMMISSIONER LORENZINI: Okay, now let's go back to parking. So, that Brite-O-Matic spot, that's quite a ways back. I'm not so sure if I was going to the hotel, I'd want to park way back there and walk with my suitcase and whatnot, even without a suitcase.

MR. O'CONNOR: I've walked it, it's not that bad. It also would be available, there will be valet staff, too, so the valet obviously could drive their car over there.

COMMISSIONER LORENZINI: I mean for it would make the most sense to have valet parking back there. But then let's go back to the issue about the valet parking and the roughly 40 spaces that will be taken up by that. But it doesn't always have to remain valet parking, does it? It could go to regular parking to valet, depending on what's going on?

MR. O'CONNOR: You can see that diagrammatically they look like they were, probably in here is where you wouldn't have somebody else park.

MR. HUBBARD: Right, at this --

MR. O'CONNOR: I think they're valet because they can move the cars when needed.

COMMISSIONER LORENZINI: But is that included in the total, those parking spots, are they included in the total spots available or is that deducted from the total spots?

MR. O'CONNOR: No, no, no. The spots there, the 172 that are available, that does not include the valet.

COMMISSIONER LORENZINI: So, if you deduct that off, the 40 spots, that will bring us down to 132?

MR. HUBBARD: No, it's the opposite because it doesn't include the valet.

COMMISSIONER LORENZINI: Oh, the opposite, okay, okay. All right. What about, well, from a practical matter, let's just say they build a hotel with this parking and it turns out they don't have enough parking. Where is the parking going to overflow? What's the concern of the Village, that they'd be parking next door in other people's lots?

MR. HUBBARD: Yes, I mean --

COMMISSIONER LORENZINI: Then they'd get towed, right?

MR. HUBBARD: Right. Since they're neighboring property owners, they could have a contract with a towing company if they're wanted.

COMMISSIONER LORENZINI: So, currently today, when you have a banquet going on there and it's full and all the rooms are full, how many of the spots are being used right now?

MR. O'CONNOR: How many spots are being used?

COMMISSIONER LORENZINI: Today, yes. Is it full, is the lot full now when you have a banquet, when a banquet is going on?

MR. CAZARES: So, in the last --

ACTING CHAIRMAN GREEN: Please identify yourself.

MR. CAZARES: Sorry, James Cazares, Ivy Hotel. In the last five years, we've had a degradation of cars in parking lots. We have the same situation happening downtown in our hotel. When we opened our hotel five years ago, we used to go 30 cars and not use the valet. We have a 63-room hotel.

To date, we are doing around 12 or 13. Why? Something happened in the market, it's called Uber and Lyft. It's so convenient, so economical, and it really has affected the banquet business. When someone comes to the banquet hall and they have a couple of drinks, they'll take the \$12 or \$13 ride. We actually now in the hotel have a valet zone and we have the Uber/Lyft share ride. It's taken full control; really it's also killing the rental car market as well. So, we really see in the last three or four years a huge downward drive --

COMMISSIONER LORENZINI: Yes, but I don't know if you can really compare Downtown Chicago to out here.

MR. CAZARES: Well, no, we're taking a look at the events at the banquets and the weddings. You know, we have mostly, most of the business is weddings and that demographic is in the 20 to 35 range, and all of those attendees which is the majority, I would say around 60-70 percent, they're taking the ride share. We see the ride share come over and over and over again. I wish that we could contact the ride share companies and get statistical data for you, and I did send an e-mail out to them, but unfortunately there is no way.

COMMISSIONER LORENZINI: But going back to my question, right now the parking study shows there's four extra spots. But today, practically, when you have all the banquet halls full on your busiest night, how many extra spots do you have?

MR. CAZARES: So, we have two banquet rooms right now. With the hotel, one of the banquet rooms which can fit around 250, so guests will no longer be there, just the grand ballroom will be there which can fit around 300 guests.

COMMISSIONER LORENZINI: Well, no, forget about the future. Today, when both banquet halls are full, how many extra spots do you have? Or are all the spots full?

MR. CAZARES: No. We would say that we have around 30 percent vacancy.

COMMISSIONER LORENZINI: So, the study today, going by the study and the analysis the Village uses, theoretically you have only four extra spots. But you're saying you have a lot more than that today?

MR. CAZARES: I don't understand the question, I'm sorry.

COMMISSIONER LORENZINI: Okay, look at this. See the chart that's on the screen right now?

MR. CAZARES: Yes.

COMMISSIONER LORENZINI: Right now under today's circumstances, it shows you have four extra spots when everything is full. But you're saying you actually have more than that?

MR. CAZARES: Yes, absolutely.

COMMISSIONER LORENZINI: That's my question, okay.

MR. CAZARES: Yes, I would say the entire back portion would be empty from where the loading zone is. So, the entire back parking lot would almost never be full. But we have only the grand ballroom full. We're just looking at basically the front portion being full.

You know, I want to talk about contingency plan because I know that was one of the, Brite-O-Matic which is our sister property and she is Linda Kane, is our neighbor. She has been our contingency plan. We have a letter of over 17 years ago that allows us to use her parking lot for overflow. She wrote us another letter. We're in great relationship with our neighbors, we believe we have to partner with them, and we've really never used that in the last 17 years. It's been very rare, maybe just once or twice. But we can count it on one hand how many times we've used it, and when we have we restrict it to only our valet for liability issues. Our valet would come and drop off the cars and take the cars back. But we rarely have such a thing.

But that hasn't been the case for the last five to seven years. That would probably have been the case back when the banquet hall opened. I'll tell you this, when the banquet hall opened, Uber and the iPhone were just, weren't even here. So, it's a total different situation.

COMMISSIONER LORENZINI: Can you please tell me why you didn't look at, what's wrong with going to a smaller hotel?

MR. CAZARES: So, we're a lifestyle hotel. All the hotels in Arlington Heights are a limited service 3-star hotel. Lifestyle hotels attract a different type of clientele. We are more focused on, for example, today this morning at the hotel at 8:00 o'clock in the morning, we have a yoga class on the rooftop. Have about 30 guests go up there. We're more, it's quite a different type of --

COMMISSIONER LORENZINI: No, but you can still have all the same amenities, but instead of 10 stories, maybe eight stories or seven stories.

MR. CAZARES: Yes, absolutely. I mean it could be, we're trying to keep it on the footprint of the property, so we're not concerned. There was no height restriction with Arlington Heights.

COMMISSIONER LORENZINI: But you would need less parking if you had a shorter hotel.

MR. CAZARES: Well, we don't agree with the calculations.

COMMISSIONER LORENZINI: All right, fine. That's fine, that's all you need to say.

MR. CAZARES: Yes. The place of assembly on the 12th floor is only restricted to hotel guests. There would be no way for an outside person to come in. So, that's 60 parking spots. The beauty shop and the coffee shop on the first floor as well, it's just like with our hotel downtown, we don't accept cash, you have to pay with a room key, we have RFID keys for that. So, as I mentioned --

COMMISSIONER LORENZINI: Hold on, hold on.

ACTING CHAIRMAN GREEN: Hold on.

COMMISSIONER LORENZINI: So, right now this pattern chart shows you're 138 over.

MR. CAZARES: Correct.

COMMISSIONER LORENZINI: So, what numbers above it don't you agree with that would bring that number down?

MR. CAZARES: We don't agree with the 59 on the 12th floor.

COMMISSIONER LORENZINI: Okay, where do you think that, why don't you agree with that?

MR. CAZARES: Well, because only the hotel guests can use it.

COMMISSIONER LORENZINI: So, the whole 59 would go away?

MR. CAZARES: Only the guests. You couldn't even get up to the floor. Just like with our hotel right now, you have to scan your key card right in there --

COMMISSIONER LORENZINI: Okay, what else? What else don't you agree with?

MR. CAZARES: And the coffee shop and the spa.

COMMISSIONER LORENZINI: So, that's another 12?

MR. CAZARES: Yes.

COMMISSIONER LORENZINI: Okay, what else?

MR. CAZARES: I mean --

MR. O'CONNOR: In terms of duplications, I think that's what we don't agree with. The actual required parking and how that's calculated, we understand it's code. We think it's

excessive though in the way that --

COMMISSIONER LORENZINI: Okay, but taking those out would reduce you from 138 to 67 short. You'd still be 67 short.

MR. O'CONNOR: Well, right, and then you've got between 30 and 45 valet spaces that are available, too.

COMMISSIONER LORENZINI: So, that would further reduce that number, Sam?

MR. HUBBARD: Well, not from a technical standpoint. You can't count valet spaces as parking spaces.

COMMISSIONER LORENZINI: Well, but they don't have to leave it valet. If that's going to break the deal, they could make it non-valet, right, and then they'd have the parking? No?

MR. HUBBARD: They can't make them non-valet because they're in driving aisles, the valet space go in the drive aisles.

COMMISSIONER LORENZINI: I understand, okay. Okay, all right.

MR. CAZARES: I want to introduce Ted Mandigo over here. I know we're getting really into one of the details of parking. But I want Ted to give us a one-on-one on hotel business.

COMMISSIONER LORENZINI: Okay, well, my questions are over.

ACTING CHAIRMAN GREEN: Right, we have to go by the questions we're asking you. Your presentation is over, so we're going to different questions.

MR. CAZARES: Sure. Okay.

ACTING CHAIRMAN GREEN: Susan, would you like to?

COMMISSIONER DAWSON: Sure. It seems to me that perhaps the Petitioner had a misunderstanding that you needed to present everything in the beginning. So, if you keep it really, really, really short, I promise to ask for a one-on-one on hotel parking. But just please keep it really short.

MR. TED MANDIGO: I will. My name is Ted Mandigo, M-a-n-d-i-g-o. I've been doing hotel consulting for about 40 years in Chicago hotel market, including a hearing before this held before when the questions were being asked about the Courtyard by Marriott and the Residence Inn property that were developed here in Arlington Heights. At that time, the questions were two in front of the hearing: Would market sustain the development of those hotels? I think history has proven that that is the case. The second question was about water retention, and I don't know anything about water retention so I had nothing to say on that point. If I recall that meeting, the Marriott people started the presentation and it was going until about 11:00 o'clock, and the Board determined that they would postpone resolution of the open questions until some date certain, and the Marriott people were questioned then.

With respect to the market for the hotel, we've done a market analysis here. We studied the market extensively. We have followed the market in all of the suburban markets and Chicago. We do a projection on an annual basis as to what we think the markets are going to do and we look at about five years based upon supply and demand numbers and changes in demographics and activity in the market area. We completed the market study based upon that and really all the activity going on in the manufacturing community, new businesses opening in the market, and the repositioning of hotel properties in certain local market as well as increased use of properties by residents in an area. We have seen the market able to sustain the

addition of rooms in the market.

We believe that the 120 rooms are correct for this market area. When you build a hotel, you build in overhead costs and public space that needs to be serviced and maintained. That cost needs to be borne by the hotel rooms which is the primary generator of business. If you use less hotel rooms, you still have the same public space that you're dealing with and still have the same maintenance costs associated with it with a little bit of a reduction because of fewer rooms. But spreading that cost over 120 rooms makes it a viable property whereas spreading it over 80 rooms or 60 rooms, the property would no longer be as viable.

Addressing some questions that have been brought up here in terms of the market, the projections indicate one space per room. In the first place, many of the zoning regulations in parking were done in the 70's from municipalities in the past, from municipality to municipality. The trends in developments in terms of driving and persons per car have changed substantially over that time, and the zoning regulations and parking requirements have remained consistent based on the 1970's type of market. I think it was very well expressed by James with respect to Uber and other things.

This also is an airport type property, we're very close to the airport. There is a shuttle that will be provided back and forth to the airport. Airline crews that will be a part of the business will be non-driving. There would be no vehicles involved in that, the shuttle would take care of their transportation.

Also, with 126 rooms in the property, the reason it's being built is because there is spin-off business from this property now that goes to other hotels in Arlington Heights and other areas. Those are people that have the use, they come to banquets here at the European Crystal banquet facility, then get in their car and drive to another property. If the hotel property is here, then those would be double counted. Those would be people that were here for a banquet and stayed in the hotel. 40 to 60 percent, depending upon the seasonality of booking, would be banquet business overflow or banquet business generated for the hotel.

So, we have duplicate counting the numbers of parking spaces required as one space per room and the required parking for the banquet facility. If we're looking at 40 to 60 percent of that business being banquet oriented and being able to sell weekday banquet and meeting business for commercial groups, that business is going to be beneficial to both the banquet facility and the hotel operation and the people that are here for those would be people that are here for both functions and cannot be duplicated.

With respect to the meeting space, there are 58 spaces that will not be required because of the demolition of the banquet facility and those are banquet rooms that are not, those are spaces that are not now required, so that would reduce the number of spaces that would be there with that adjustment from the 175 in the top chart, and then the 59 and 84 are obviously duplications of that.

Our experience with airport hotels is that approximately 30 percent of the parking space per guest room are what are required because of the number of people that take shuttles back and forth and multiple people in cars that are with the same corporation staying at the properties. So, we believe very much that the zoning requirements on parking are something that needs to be readdressed rather than copied from one municipality to another without looking at the actual requirements.

You asked about banquet facilities with hotels, there are very few that are banquet facilities and hotel separately. The ones I know of are Giorgio's down at Orland Park,

the Holiday Inn in Tindale Park where the village built the banquet facility and is operated in conjunction with the hotel. We do not have statistics on those properties but I do not know of or cannot recall others that are a banquet facility where a hotel has been added so that we can take a look at those as two separate entities with overlap. I don't have the data because I do not recall and I'm not able to think of those that exist in this market area. I'd be glad to look at some if someone could suggest a banquet facility where a hotel has been built and we can study that. I'd be glad to answer other questions with respect to the parking or hotel markets.

COMMISSIONER DAWSON: No, I think that was very clear, thank you.

MR. TED MANDIGO: Thank you.

COMMISSIONER DAWSON: Sam, in these numbers, are any of it for the coffee shop, spa, lounge and bar, does that assume staff?

MR. HUBBARD: Yes, I mean staff is accounted for in those calculations in theory, yes.

COMMISSIONER DAWSON: Okay, so it really wouldn't be kind of a 100 percent reduction because there would be some staff members in there. But I guess I think that you make a very good argument. I know probably everyone up here disagrees with me, but I think you make a very good argument for the parking problem. I know one of the things that I wanted to see in Arlington Heights is a high-end spa/overnight. We don't have it here currently.

I like to go to those type of facilities, I have lots of friends that do, and we have to drive hours to get to them. To have one here would be I think a good addition. To be able to go spend the night and have these services, I think you would have great conference, you know, usage. I think, I'm not concerned about whether or not there is a market for it. The one thing that concerns me is that we don't have anything solidified on that extra parking.

So, if you were coming in here today with an extensive lease, with a right of first refusal to buy the property to have those spaces, I'd be very inclined to be fully in support of the project. I'd probably be asking for more assurances related to, I understand you have to swipe a card to go in but everyone can invite a guest over. If my friends are coming in from out of town, I could go meet them at the hotel and swipe the card and use the facilities. So, there is some car usage there.

I do agree that most of the use will be doubled between the conference facility and the hotel. There's a lot of that. But I'm very concerned with the fact that we could approve this today, tomorrow your neighbor could sell the property to somebody else and you have no overflow.

MR. CAZARES: If I could respond, Susan? I completely agree with you. In the two years I've been working with the Staff, I did find a subject property on Arlington Heights Road and Golf Road that is about 1.5 acres. I did mention to Staff that we would be interested to purchase that property and leave it as is as a backup for our valet one day, say if we were super uber successful, and have the valet go and park the cars over there. I was told flat out no, that that was not an option. So, that was the dead end track to that. That property is still available for sale. I did send a letter of intent on that, but the Village has told me that they would not allow that as a backup plan.

COMMISSIONER DAWSON: Okay, do you want to speak to that, Sam?

MR. HUBBARD: I think the property he's referring to was part of one of the TIF redevelopment areas. So, to just turn it to an automobile car parking lot was not what we had envisioned for that.

COMMISSIONER DAWSON: Right, and that's going to be in violation to the Comprehensive Plan. I still feel that, as your attorney pointed out, I know you probably don't want a delay or an extension, but still that if you were to have a more, for my purposes, I am confident, I might be one of the only ones that feel this way but if you have that in writing, I would feel a lot more secure here. I know you have a friendly relationship with them, but anything could happen and you can't put an imposition on the neighbors. As always, I get very frustrated when people don't show up here, the neighboring properties aren't here to object to this. So, you know, I'm assuming that it's a burden on them but they're not here to fight that.

So, plus I would say, just one second, sorry, if whatever happens tonight you go before the Village Board, I would have that, what's it called, your sister property?

MR. O'CONNOR: Brite-O-Matic.

COMMISSIONER DAWSON: She should be here to speak to this on your behalf.

MR. O'CONNOR: She said she would, she would have been.

COMMISSIONER DAWSON: Maybe she would, but she really should be here, you know, to speak to your behalf. That would go a long way to that end. I don't know, if you want to say something, that's fine, I don't know that I have a question there. I'm just --

MR. O'CONNOR: No, no, no. I think we can solidify that further. I think that hasn't happened because of the ongoing relationship with the neighbor since 17 years ago, the same thing. Despite all that, we think we have adequate parking. This is just a contingency plan if, you know, what if there is overflow parking. Even without a contingency plan, as we pointed out before, it could be any other business establishment around here, if people can't find a place to park, what do they do? If they're going to park on the adjoining property and risk getting towed, everyone has that problem. It's just a contingency, nothing more than that.

COMMISSIONER DAWSON: Sure, but we can't put the neighbors in the position to be forced to suddenly have to defend themselves from --

MR. O'CONNOR: I'm not expecting that to happen.

COMMISSIONER DAWSON: No, I understand. But that's, I don't disagree that this hotel is most likely not going to need as much parking as many people here believe that might. I fully agree with the Uber concept. I go very few places without, if I'm going to be having a drink I Uber because it's not worth it. But that is a more modern concept that the Village as a whole has not necessarily experienced. So, it's a harder sell I think to some.

But I don't disagree that I think this is an excellent use of the property. I have significant concerns if the business were to fail that you would be able to find anything else to go on this property that wouldn't have the same parking problems. This is a use that could potentially have less parking impact in that location than any other use I can think of off the top of my head. So, you know, I'm very torn.

Again, if you have just something to make me feel a lot more comfortable about that space, I think I would be shocked to find that you would have won the argument with me. I thought that the 101 class was about when I, you know, when I walked in here, I thought there's no way I would ever give a waiver for 138 parking deficit. But I feel that you've really argued your case, but I do need that, I need that security of that use of that lot.

MR. O'CONNOR: By that you mean what exactly?

COMMISSIONER DAWSON: I would feel more comfortable if you have a formal written lease for the use and a right of first refusal to purchase.

MR. O'CONNOR: I think it was held up, for the purpose of getting a lease, which I think we can, the Village is required a perpetual lease which --

COMMISSIONER DAWSON: No, I understand you're not going to get that. I didn't say perpetual.

MR. O'CONNOR: Yes, I know, that's why I'm just trying to clarify that.

COMMISSIONER DAWSON: I'm completely with you on that, but I would like to see a right of first refusal on the sale that would allow for, because here is the one thing that I think a lot of people are going to disagree with me on. There's something called Trip Advisor, there's something called Yelp. Anyone who books a hotel goes to Trip Advisor and goes to Yelp. If you see a whole bunch of 1-stars that say the hotel is great but there is nowhere to park and that sucks, people won't go. So, they're going to have to build a hotel that works within their parking restrictions. I firmly believe that.

So, I think that, I'm less concerned about the parking situation, but I do feel that we need the overflow, I mean, some security at least in the beginning until it can be proven to the Village that this can work. But I agree with you, you're not going to get a perpetual. I don't know how you can, who would give that? No one would give a perpetual space. Maybe not. Do you disagree with me, Sam? Sorry, all right.

MR. HUBBARD: It's been done, but I'm sure it would be difficult to get.

COMMISSIONER DAWSON: I think you have a hard argument, but I think I'm very impressed with the thought, the plan. I think it's a great use for that space and that facility. I do think it could be successful, but I think the Village needs a little bit more security that we're going to have less infringement on the neighbors, until we see how it works. It's a new model for them, they're not used to it.

MR. O'CONNOR: You won't see that until it's built.

COMMISSIONER DAWSON: I'm with you, I'm completely --

MR. O'CONNOR: They're not there making a multimillion dollar investment here and, as you pointed out, if they really felt parking was a problem, I would imagine they're not going to build it.

COMMISSIONER DAWSON: I agree. I just wish there was some way that we can assure the neighboring properties the concept of, well, if they park there, they'll get towed, oh, well, that doesn't work. You know, now that neighboring properties have to hire a towing company and put security cameras in their lots?

MR. O'CONNOR: I'm not saying that's going to happen. I'm just saying --

COMMISSIONER DAWSON: No, no, not you. I know you're saying that's not going to happen, I get that. You're saying it's actually not going to happen. What I'm saying is that we have to weigh that in because what if it fails? What if it does need that parking? That's a burden that gets put on to the neighboring properties. So, I think we're just in a debate scenario at this point, not question and answer. I should move on.

ACTING CHAIRMAN GREEN: John?

COMMISSIONER SIGALOS: I really don't have too much more to add. I was at the Conceptual Plan Review meeting we had months ago. I think the same issues were discussed and the concerns were brought up at that time. I think it all revolved around parking. It's unfortunate that, you know, with the advent of Uber and Lyft, that we don't have more data as far as who's using those services as opposed to actually driving, so we don't. But we do have codes that are in place today and that we have to adhere to. I mean we can't just say, well, these

codes don't apply anymore because we now have Uber. So, I'm not convinced of that.

Also, at the Conceptual Plan Review meeting, and I think tonight you touched on it briefly, that you expect a lot of the airline pilots and staff to be transported from O'Hare out to this Ivy Hotel. I'm not convinced of that. I mean, here you have all these hotels, most of them are around O'Hare field, why would they spend the extra money to go to a 4.5-star hotel when they could provide hotels a lot closer than 3-star hotel; that's really all the pilots and staff need to sleep overnight until next day when they do a return flight.

MR. CAZARES: I think it's a great question, John. Recently, I was at the IMAX conference which is a hotel convention where planners come and there was a very large interest in this property due to one thing that Arlington Heights has, that O'Hare doesn't have and Rosemont. It's called Mitsuwa. The Asian airlines, China Eastern specifically came up to me and said we would love, we have about 29 staff to come on 1777 and the location is within a half a mile of Mitsuwa. Those Asian airlines, Arlington Heights has such a special thing that nobody else has. It's so convenient and it's such a great amenity for that specific market that it drew a lot of interest.

So, that is definitely going to be one of the target airlines, the Asian airlines that we're going to be going after. We're going to definitely try to work with Mitsuwa to partner and say that this is a great amenity for the Asian staff because really it's the old places in the northwest suburbs that has something like that. So, I don't like to say everything because it would be silly for me to give away all of our secrets. I will let you know that there are some nice valuable assets in this location that make it very appealing to a specific demographic.

COMMISSIONER SIGALOS: What type of room rates, when you say it's going to be a 4.5-star, what do you envision your room rate would be for?

MR. CAZARES: So, our room rate would be anywhere from \$180 to \$220 per night. Then the airlines of course have a different price, they have a contract negotiation where they purchase, you know, 1,000-2,000 room nights. I would prefer not to disclose that kind of price.

COMMISSIONER SIGALOS: How does that compare to say, again I don't know what's in the area there, I haven't, never stayed in one of the hotels here in Arlington Heights. I have downtown, I know what those rates are and they're very expensive. When compared to an alternative hotel whether it be Doubletree or Marriott or Courtyard or whatever, how is that at a 3-star rate --

MR. CAZARES: Ted knows the historical rates specific to Arlington Heights, he has it memorized.

MR. TED MANDIGO: We'll take a look at a chart from one of the projections we put together, and we do an annual, sorry, Ted Mandigo again. We do an annual update for the North Chicago area and do projections of average daily rate of occupancy for them, and we do it for the downtown. The last time we did downtown in 2016, we were off by 23 cents in our forecast of rate for a property. The average daily rate in the market area for 2016 for this market was \$115.16. We are projecting for this property in 2016 dollars \$125 average daily rate for the property, and by the year 2017-18, it would be approximately \$132-\$134. So, rates are substantially lower than they are in the downtown market. For a property that's of this caliber, we expect them to be able to reach the spread of about \$25 to \$30 above the market and that's what our projection shows. Airline rates would be closer to the average for the market area, so they would be getting at maybe \$115 to \$120.

COMMISSIONER SIGALOS: I understand you're saying \$25 to \$30 more for a 4-star hotel versus 3-star --

MR. TED MANDIGO: 4-star versus 3-star.

COMMISSIONER SIGALOS: -- or 4.5-star versus 3-star?

MR. TED MANDIGO: That is correct.

COMMISSIONER SIGALOS: The added cost for you to provide the amenities for, I mean, you've done your economics on this, that is economically feasible --

MR. TED MANDIGO: There is some additional cost which --

COMMISSIONER SIGALOS: -- that it cost \$30 a room?

MR. TED MANDIGO: There is some additional cost in terms of labor associated with providing that caliber service and that's what they currently provide at the Ivy downtown. The quality of the guest rooms that are built that were demonstrated by the Ivy construction downtown is what we're looking for in terms of differential.

COMMISSIONER SIGALOS: Downtown is a whole different market. I mean you could charge, you know, hundreds of dollars more downtown than you can out here.

MR. TED MANDIGO: The average rate downtown is \$208. The Ivy Hotel has substantial marble and granite in the rooms, the decor rate is the higher caliber than you would find in 3-star hotels. There's a very distinctive difference between these properties, a 3-star and a 4-star hotel. It creates a completely different average.

COMMISSIONER SIGALOS: I don't have anything further. I mean I like the idea of the hotel concept. I'm just very concerned with the parking as my fellow Commissioners have indicated. As you don't have any contingency plan really firmly in place, I have a problem with that. We're kind of going on a trial and error basis with so much of this as far as the effects of Uber and Lyft and without really any hard data that would allow any of these parking counts or codes to be modified. So, I don't have anything further right now. I'm just really --

ACTING CHAIRMAN GREEN: Thank you, John. Jay?

COMMISSIONER CHERWIN: Thank you. So, I think hearing my fellow Commissioners, Commissioner Dawson probably may think that nobody agrees with what she said, but I think a lot of what Commissioner Dawson conveyed is kind of how I'm feeling about the project as well almost entirely, but I will ask just a few more questions here.

Can you put up the aerial, Sam, if you don't mind? Sam, the Petitioner brought up the idea of overflow space in Algonquin and Golf. Was it objected to by the Staff because of the TIF or the concept of having off-site was objectionable to the Staff?

MR. HUBBARD: The off-site valet parking is something we can look at. I think the location that they were proposing just wasn't viable being right on Arlington Heights Road and --

COMMISSIONER CHERWIN: So, if we, the aerial I'm looking at is a little bit broader than what you have in this. Sam, do you have any aerial that is part of, pull it out a little bit, the one that you have on our website. Can you get to that so that we see a little bit bigger area or not?

MR. HUBBARD: No.

COMMISSIONER CHERWIN: To the left?

MR. HUBBARD: This is all we have.

COMMISSIONER CHERWIN: The west? Okay, because to the west, the area I'm looking at that was part of our package has some other additional properties one of which

is, I'm just trying to think outside the box here, one of which is on Meijer that I can't imagine uses the whole, you know, all the parking spots they have because it's a huge parking lot that is probably completely underused for the most part. I wonder if that's potentially an option to reach out and say, okay, you've got a giant field of parking, just a few, you know, I don't know, maybe a few hundred yards west of this, again it would go to the, you know, what kind of arrangement, is it in perpetuity or is it a lease.

But if the Staff isn't wholly objecting to off-site parking, maybe that's an option that you haven't explored. I don't know, is it, they have parking counts and everything, too, but you know, if there's some kind of, you know, if there is an ability to, I don't know if they're meeting code or if they're exceeding it or whatever.

MR. O'CONNOR: We did look it up. Obviously we looked at the Brite-O-Matic site. There was another one that was for, I think it was self storage but it was for water detention which would require, you know, one buying it but it wasn't really for sale and having to build a lot over it which would be expensive.

COMMISSIONER CHERWIN: Well, that was going to be my next question which is the one right to your west, what the self storage said to you when you asked them. It looks like that space south of the building is their current detention?

MR. O'CONNOR: That's my understanding, yes.

COMMISSIONER CHERWIN: You would have to then put a vault under it and put a parking lot over it?

MR. O'CONNOR: And from what I understand, they're unwilling to sell it.

COMMISSIONER CHERWIN: They're unwilling to sell it.

MR. O'CONNOR: Right. We also had approached Pace across the street and had an arrangement with them. But there was a lot of concern about people trying to cross Algonquin Road. They have a large parking lot over there.

COMMISSIONER CHERWIN: Okay. So, when self storage said they aren't willing to sell it, were they unwilling to sell it at that price or they were just unwilling to sell?

MR. O'CONNOR: It was unwilling to sell it.

COMMISSIONER CHERWIN: So, going back to Meijer, is that not a, I think I might have said Target before, but Meijer, is that something that you guys would be, I mean it might be like totally nonviable but I don't know, maybe it's something that would be for outside valet?

MR. CAZARES: So, even with Brite-O-Matic, we proposed a lease with them where when we would need overflow, we would pay them, you know, a rental rate per spot.

COMMISSIONER CHERWIN: Yes.

MR. CAZARES: Per day. We had that all drafted up but the Village of Arlington Heights wanted to see a perpetual lease which they wouldn't be able, but we can really find, I don't think it should be any issue to find someone who would be willing to lease parking spots out, especially this being a corporate area, you know, if we had overflow say on a weekend. So, there was really no opposition to that, it's just the fine line details of the lease being perpetual. I don't think anyone is going to agree to that. But we can definitely secure --

COMMISSIONER CHERWIN: Well, all I'm asking you is have you talked to Meijer? If the answer is no, we don't know if some kind of perpetual easement would be objectionable.

MR. CAZARES: Right. No, we haven't talked to Meijer. But Brite-O-Matic,

we did have a draft lease together.

COMMISSIONER CHERWIN: Yes, I saw that.

MR. CAZARES: Where we would lease parking spots from them, you know, on a per spot basis if needed. So, we do have something like that.

COMMISSIONER CHERWIN: Okay. What about structured parking on the south side of the lot?

MR. CAZARES: Right there is our water retention on the south portion of the lot. With the 158 spots that are required by the Village ordinance, the quotes were anywhere from \$3 to \$5 million to construct that structure. In that situation, it would be better off just to purchase a different lot somewhere else. We're really trying to make the highest and best use of the property.

As I was telling you, we have no business 75 percent of the time. I mean you can pass by our banquet on Monday, Tuesday, Wednesday, Thursday, Friday, Sunday, and you'll see it empty all the time. So, I know that these graphs, you know, A, B and C, but it's not reality. The reality is you need to really see, you need to sit and take a look at it like my mom does everyday. I see that the parking lot is totally empty and that we're really only using it just 20 to 25 percent of the time. It's just a shame, what's happening over there.

That's the reason why Wellington didn't make it and a lot of other banquet halls have closed down. It's because they can't justify only being 20 percent, covering the costs is just too hard for us.

COMMISSIONER CHERWIN: Going back to Brite-O-Matic real quick, on the vacant lot south of their building, what was the length that they were willing to give you an agreement on?

MR. CAZARES: For the lease? I think they have around 40 something parking spots that's located right by their entrance. They also have the gravel spots which is like a loading area. We had discussed with her a per-day rate and it was just going to be a month-to-month lease. We'd provide her insurance, our liability, and that, you know, when we would need our valet attendants. She had no issue with it, just with the purchasing portion.

COMMISSIONER CHERWIN: You said that vacant lot to the south is owned by Brite-O-Matic?

MR. CAZARES: Yes.

COMMISSIONER CHERWIN: And there is no ability for you to get access to that lot?

MR. CAZARES: Right, I mean she has no plan on developing that to add a parking lot to her property.

COMMISSIONER CHERWIN: No, not to her property. What I'm saying is, is there any opportunity to make that available? Currently, it's unpaved?

MR. O'CONNOR: It's undeveloped.

COMMISSIONER CHERWIN: Undeveloped.

MR. O'CONNOR: I think there are trees throughout.

COMMISSIONER CHERWIN: Yes. So, what are the chances of that lot becoming available to you at least in the, not in perpetuity but in the short term?

MR. CAZARES: I don't know. You know, we hope that she does well. We would sometimes hope she doesn't do well so that we could purchase the property but --

COMMISSIONER CHERWIN: You've asked her to break off --

MR. O'CONNOR: Yes, we initially approached her about actually purchasing that vacant spot.

MR. CAZARES: Yes, she won't do it.

MR. O'CONNOR: Had to talk to her sister and came back and they weren't interested in selling it. That's when they offered to allow the continued parking.

COMMISSIONER CHERWIN: On that, continued parking on that?

MR. O'CONNOR: Not on that. I don't think you can park there --

COMMISSIONER CHERWIN: Well, yes. Well, I think there would probably need to be some work done, but that's what I'm saying which is are they willing to make that open space available? Potentially there's, you know, some, you know, pavement improvement or whatever that has to be done for overflow parking. But are they willing to make it available for that at all or not? I mean that's minimum, they wouldn't, you know, for their purposes, as long as they're keeping potential future development of that property open, it doesn't matter --

MR. CAZARES: I think the issue is that she would be if there would be a revenue generator. We can't guarantee her that we're going to need it. Our professional opinion is that we won't need it. If we felt very strongly that we needed the parking spots, we would then go and say we can guarantee you X amount of revenue for these spots and I'm sure that could be negotiated.

COMMISSIONER CHERWIN: Well, I mean at the end of the day it could be that your project doesn't get approved unless you have it, whether it generates revenue or not, you just have to --

MR. O'CONNOR: One of the hindrances in getting it leased, to be honest with you to this point, was initially we were in discussions with Pace, and we heard that's not good because you're concerned about, even if it's valet, people crossing Algonquin Road. So, we tabled that.

COMMISSIONER CHERWIN: Yes.

MR. O'CONNOR: Then it was you need a perpetual lease. Well, we can't get a perpetual lease from anyone, so we never got a regular lease.

COMMISSIONER CHERWIN: But I'm not asking you about any of that. What I'm asking about is not Pace but this property south of Brite-O-Matic and the ability to get some lease arrangement with it. Yes, I mean it may cost you money to do it, I don't think she's going to give it to you --

MR. O'CONNOR: I haven't, I drove back there, it's been a long time but the last time I drove back there, there was a lot of large, mature trees throughout the lot that were there that would all have to be cleared and taken out. I think what they're saying is I'm not sure they want to incur the expense or she is not willing to part with that property until --

COMMISSIONER CHERWIN: Yes, and I guess what I'm saying is that, I guess that's two different issues. Either she's not willing to part with it or she might be and it may have a cost that you have to incur for the overall project which is unfortunate. But it's either, you know, maybe that's what gets this thing going on, if people don't like being 130 spots short, that may be an option for you. If you can say, well, at least we can get a ten-year lease on the short term, that may give people comfort. That's all what I'm saying, it doesn't sound like it's really been explored.

COMMISSIONER DAWSON: Just to piggyback off that, if you don't mind, it sounds like it would be somewhat like a landlock where we require people bank --

MR. HUBBARD: Land-bank parking?

COMMISSIONER DAWSON: Land-bank, sorry, not landlock, like a land-back, similar where she could agree to a lease in the event the Village determined that it was necessary, and then you would agree what dollar amount to pay her, but only in the event that the Village determined that it was necessary and that you would incur the cost of, you know, the blah-blah-blah-blah-blah and all of that. If you were able to prove that it wasn't needed, you would never have to incur that cost. But if the Village was receiving complaints and needed it and could enforce it and then turn that into parking, you know, that might be something to go down the road. But we can't solve your problem tonight, that would require a continuance, go out and see if you can fix the problem and then come back and talk to us.

COMMISSIONER CHERWIN: Yes, I think that's well said. I guess what I'm trying to say here is I think the position you're taking is that the Staff is wrong, it doesn't need that much and it doesn't seem like you're really thinking outside the box or trying to extend yourself at all and find a middle ground with the Village. You're just kind of holding your position on what you think parking should be. What I'm telling you is I'm just trying to think outside the box.

MR. O'CONNOR: I agree with you, and I'm saying we have. When it came up about getting a written lease, what I'm saying is the reason we don't have a written lease is because what we were told the requirements of the written lease were weren't realistic. That's all I'm saying is, you know, Sue pointed out that we should have a written lease with Brite-O-Matic, it sounds like we could get it. The reason we didn't get one is because she said she's unwilling to sign a perpetual lease which is what we were told is required for the lease. That's why we don't have it.

COMMISSIONER DAWSON: But I think you've heard from at least two Commissioners that were saying we're not worried about perpetual.

MR. O'CONNOR: I understand that, but I'm saying that's why we didn't have it here tonight.

COMMISSIONER DAWSON: No, I understand. I completely understand why you don't have it here tonight. I'm just thinking you might want additional time to see what you could do, rather than go to a vote tonight.

MR. HUBBARD: If I could just jump in? I think, you know, Staff's standpoint has always been if you don't want the variation, you get a perpetual lease. That's what allows us to consider parking spaces on someone else's property to count towards your parking requirement which would reduce or potentially eliminate the technical variance. We've always said we'll look at a lease for parking on somebody's property that's not perpetual. We've said that that introduces the problem of 10 years down the road or whenever that lease expires that, you know, it's not renewed or someone sells the property. But we said that that could potentially be a justification for a variance and we've said, you know, throughout this process that you've been in conversations with Brite-O-Matic and we've said please, if you have an agreement, provide it to us. We have yet to see it.

So, if you have one, that's great. It doesn't solve the technical parking problem, but you know, again we're willing to take a look at it, I think we'll still be --

MR. O'CONNOR: What we do have that we haven't shared, we have a letter from her saying we could use it. That was again, this was the contingency plan. This is what happens if there is overflow parking every five or 10 years, my understanding of it, unless the contingency plan is what happens when this all, I mean, what's the contingency for how often that

this is to occur or to happen?

MR. HUBBARD: I think the Village wants to be assured in the long-term that you have parking to provide contingency overflow if your parking lot is full. That's ideally what the Village would like to see. If you can only provide a temporary lease, then we'll take a look at it and we'd take it into consideration and the Board could take it into consideration. While I don't think that's going to solve our long-term concerns, it may make, you know, as you've heard tonight, it may help some of the Plan Commissioners. I think Staff's concern is always the long term. Ideally, we want something, a long-term contingency plan.

ACTING CHAIRMAN GREEN: Any more questions, Jay?

COMMISSIONER CHERWIN: No, I'm sorry.

ACTING CHAIRMAN GREEN: Okay, my comments are this, that no matter how you look at it, I was Chairman of the Plat and Sub for this meeting, and back at that time we had the same discussion about what you could do to solve your parking problems. All I've heard here tonight is that it's difficult, they don't want to do it, and therefore, we don't think we have to. This is the feeling I get here.

So, you have a parking problem and you haven't addressed it. We're not really in the position here tonight to step back to the Plat and Sub and start to give you suggestions of what you could, should, or might want to try to do to get this to be more palatable from a parking deficit standpoint. So, that's just my comment.

I'm going to open it up to the public now. If anybody in the room would like to speak that's not part of your group, you can stand up and present yourself now.

Seeing no one, we're going to close the public part of this hearing.

MR. CAZARES: Please stand by for one second, please.

MR. O'CONNOR: The question is if it were possible to get a conditional approval, an approval conditioned upon getting a written lease?

ACTING CHAIRMAN GREEN: That's one Commissioner's take and it's not everybody here.

MR. O'CONNOR: I understand. I don't mean to --

ACTING CHAIRMAN GREEN: So, that's just one out of the group. So, we have a proposal before us tonight and we probably will have this presented as either positive or negative, however that goes. But my point of view is that we're not here to start over again. You got these comments from us earlier. You got the comments from the Staff and you got the comments from the Board at two previous meetings. You still have the same problems as you did when you started this project.

MR. O'CONNOR: We did, and that's what I'm saying, we've --

ACTING CHAIRMAN GREEN: That doesn't mean that it has to go forward just because you're having problems conforming to the code.

MR. O'CONNOR: I'm not saying that. I'm saying that what we did is we understand parking was a concern and we started by addressing it. We reduced the scale of the project so the parking deficit wasn't as large. Besides that, we're looking at other avenues that are around there. When talking about the code and the parking requirements, when it has the spa requirement or the rooftop deck, those are taken into consideration that that's open to the public. So, the deficiency looks higher when you look at it without looking at the explanation behind it.

ACTING CHAIRMAN GREEN: Correct, I understand where you're coming from with that argument.

MR. O'CONNOR: That's --

ACTING CHAIRMAN GREEN: Now, wait a minute, wait, this is my turn to speak, is that you still, no matter how you look at that, these are code requirements. So, whether you get a little bit off here or a little bit off there, you still have a very, in my estimation, a very large parking deficit to overcome. That's all I'm saying. So, the way it's proposed here tonight, you still have this very large number that you haven't provided any parking for. That's just my comment.

So, no more questions, I don't have any more questions for you. So, we're going to turn it back to the board for more comments or a recommendation or something.

COMMISSIONER CHERWIN: I guess I would just follow-up my comments like this which is, you know, I get the trends and the Uber and the ride sharing. In fact, Sam and I on an unrelated issue, we were just talking about this issue before the meeting, on parking counts now. I'm certainly sympathetic to the fact that our code probably right now is requiring a number of spaces beyond what you guys need. I get the double counting and probably beyond that. You know, I'm not terribly convinced that we need that much more parking than what you guys have. But we probably need some of it, and I would say that Staff is concerned about it so we have to do a better job of addressing it. The Board is probably going to be concerned about it, too, and we don't want to end up with an issue.

My biggest problem right now is that it seems like there's just no movement, there's no like, I mean it doesn't seem like much effort has been put into that issue as what the last several meetings have asked for. So, that's my biggest issue right now. I don't, I mean I'm more than willing to give some accommodation and variance to the parking, but to me it just doesn't seem like we have enough to go on in terms of what's been done. That's my thought on it.

COMMISSIONER SIGALOS: If I could follow-up with that, I mean we've heard four different times from the Plat and Sub, the two times before the Village Board, and you haven't done anything to make it go away and to alleviate it all. Have you, I know, I think the question was asked before, have you looked to any parking within the building, underground? Or is that, I guess, economically not feasible? But I mean there's a solution there if you can provide parking within the footprint of your building.

MR. O'CONNOR: I think they have looked at it, right? I mean the area is where they have detention, they have to build above it --

COMMISSIONER SIGALOS: I'm talking about where you're building, your hotel, in the basement.

MR. CAZARES: It only amounts to 15 to 17 spots, it makes no significant effect.

COMMISSIONER SIGALOS: Then do a couple of levels. I mean, again I guess it's all driven by dollars and cents. But I mean you've heard the same concern from different boards and commissions and it hasn't gone away.

MR. O'CONNOR: No, it hasn't gone away. What we tried to do is to reduce the deficit. We're not here saying it goes away.

COMMISSIONER SIGALOS: There's still a significant deficit. So, that's all I have to say.

COMMISSIONER JENSEN: Yes, just to follow-up, I do think that a convincing case had been made to me and maybe others, and I would encourage our Commissioners not to try to read the minds of other Commissioners, okay? However, I think you

made a case, at least if my math is correct, that probably the deficit is closer to 67-70 if you take out the things that you indicate and you had convincing arguments as far as I was concerned on the fact that only guests of the hotel could use certain of these facilities. But you still have 67, a deficit of about 67.

I think you had a good proposal, it was one I was going to mention earlier, from Commissioner Sigalos. We have required some condo and apartment developers to actually put in some parking at the ground level or two levels, you know, going down one part of the level and doing an underground level. I don't know if you've actually explored that to the point where you've got some numbers that let you know whether that's economically feasible or not.

MR. CAZARES: Yes, we have looked at that and it's anywhere from \$30,000 to \$50,000 per spot for that. The main problem with us with the last years is nobody can give us a number of what we can do. You go around in the dryer and the washer machine with the Village, and you guys just make you do study after study after study, and realism isn't here. It's very sad thing now. I'm going to tell you something. When I built the hotel in Chicago, and Chicago is a total disaster, this is even worse. You need to say you know what, this can work, I can give you 90 rooms, we can do this.

Nobody will give you any answer in the Village. It's just all hypothetical and lease and this and another study and this study and a marketing study. You know, and we have the foremost expert of hotel and we have my mother here that has worked day and night to make her business successful. She has done so much for this Village. You know what, the last thing she wants to do is to put her name and to shame her entire life's work. By you guys and by the Staff coming over here and calculating the 180, I don't even know where this number, I completely disagree with this number.

I'll tell you something right now, my mom has been doing business for over 20 years, there is not one complaint about her. She has put everything on the line and we're trying to save her business. I can't even get an answer from the Village to tell me, James, put 90 rooms and cancel the rooftop and it will work. I can't even get anything. It's been two years and I can't even get a number.

ACTING CHAIRMAN GREEN: You have 138 spots as a deficit is a number. There is a code requirement of your parking.

MR. CAZARES: I disagree with the number.

ACTING CHAIRMAN GREEN: That's fine, you can do that. But it's still out there and it's still required as part of our code. So, you can make this argument because you don't agree, that's fine. You should save that argument for the Trustees because we're a recommendation board. We recommend to the Trustees and they will have final decision on your project.

MR. CAZARES: It's from day one at no point have we come to the Village and asked for something crazy. We have come to the Village to save our business. We have come to the Village and hired multiple experts to tell you what is required. The code is outdated, I understand that, and that's what it is over here. I totally understand, the rules are the rules. But we've come here to tell you that this is a viable option, this is workable, this is reality, and there won't be any issues. We're not going to go spend \$20 million and, like Susan said, have bad reviews after. It's the last thing that we want.

ACTING CHAIRMAN GREEN: That's fine. What we can't do, James, is have bad reviews on you and have overflow parking on other people's property, that is not

permissible.

MR. CAZARES: And you've never had that in the last 20 years.

ACTING CHAIRMAN GREEN: And we're not sure that we won't have that. So, thank you, James, we're done with this.

COMMISSIONER JENSEN: Let me just say, first of all, I agree with you and I hope you noted that I said we don't need any more studies. I actually said that to begin with, I don't think that additional studies are going to solve anything. So, I think there's a few of us here who are actually trying to help you get to where you want to be. That's why some of us are sitting here trying to calculate that probably the deficit is closer to 70 than 138. I think that the code is probably, and several other people have said that down at the other end of the table that they think the code is really out of touch with reality, and I do put some stock in the two sets of consultants that you have provided for us. I think their professional opinions should be given some weight. So, I think there are some of us who would like to figure out how we get you to the point where you can go ahead and build the hotel. I think we'd like to see you do that.

I've got to ask Staff, let me ask you, if they get closer to 67 or 60, does that help at all, Sam, in terms of what Staff, and I know you can't speak for the Board, but what does it do for the Staff Development Committee?

MR. HUBBARD: I mean certainly it would help. More, you know, reduction of the deficit would certainly help.

COMMISSIONER JENSEN: Well, I think they've made a compelling case, at least to me and possibly other people, that probably the deficit looks more like 60-70 than 138 which really looks very unrealistic.

MR. HUBBARD: I would like to comment on that if I could. So, they are talking about the 59 spaces required for the 12th floor lounge bar, and they're saying that that shouldn't apply because we're not going to open that up to the public. When we look at our floor plans for the space, you'll see this is the 12th floor and this is a huge space which I believe they're calling the lounge and the bar. We're showing six fixtures, plumbing fixtures in a women's restroom, we're showing at least six fixtures in a men's restroom. So, that leads me to believe if you need that many bathrooms upstairs, that your lounge is going to be used as, you know, I guess I'm having trouble picturing demand by hotel guests that would necessitate that many restrooms.

COMMISSIONER DAWSON: Sam, have you ever been to a conference?

MR. HUBBARD: Sure, I've been to conferences.

COMMISSIONER DAWSON: And a conference that had a rooftop bar?

MR. HUBBARD: Is this going to be used as a conference space?

COMMISSIONER DAWSON: I think it will.

MR. HUBBARD: Well, then I think it should be counted as a conference space.

COMMISSIONER DAWSON: But all I'm saying is that I think people are going to stay in the hotel, they're going to go to meetings in the hotel, they're going to go to a banquet in the hall, and afterwards they're anticipating they're going to go upstairs to a nice rooftop deck to continue on and they want to make sure there's sufficient bathrooms up there.

COMMISSIONER JENSEN: And if you really can't get there without using a key or you can't even pay in cash, you can only pay by charging it to your room, I think they've made a convincing case that you're really not going to have a lot of people walk in off the street

and use the spa facility.

MR. HUBBARD: I agree. I think it's going to be less of a lounge, I think it's going to be more of a hybrid space that could create its own parking demand, not necessarily from people walking out from the street. But I think as a banquet space, I think people could come and reserve that space and create additional trips to --

COMMISSIONER DAWSON: I don't think that that's what they're implying at all because you can't even get upstairs without a room key. You'd have to have a room.

MR. RICHARD MANDIGO: If I may? My name is Richard Mandigo, I am also with the consulting team, TR Mandigo & Company. There are a number of hotels that have, first of all, roof space or lounge space or bar space that may or may not be open to the public. We find in this case, with it not being open to the public, its primary function is going to be as not a meeting place that people are renting out on its own, but something that would be used in conjunction with other things. This is a secondary space. This is somebody who's going to have an event there and then people are going to go want to do something either afterwards and it will function like a restaurant space for people who are at the hotel, a wedding-after party. This is not bringing in additional demand. But it's also going to have, you know, alcohol service, and if you've ever been somewhere with alcohol service, it does generally tend to use more restroom facilities than say a standard restaurant will.

So, I think it's a little spurious to draw conclusions about the project based on a count of stalls. I think that that is probably something that should be reconsidered.

ACTING CHAIRMAN GREEN: Thank you.

COMMISSIONER DAWSON: So, on that end -- were you done, Lynn?

COMMISSIONER JENSEN: Well, for now.

COMMISSIONER DAWSON: I think that even, so I understand Staff's reservations because even without it, let's say we take those arguments, we're still at a 60-70 deficiency, right? I mean that is extreme. I think let's forget about the rest, let's just say we're just dealing with a 60 percent deficiency, that's an extreme deficiency and I can't recall ever, wait, I'm not done, we're just talking, okay, giving you that kind of waiver. So, I understand completely Staff's reservations on this.

I also feel that, you know, there are some solutions here. I disagree that we can't have a conversation tonight about solutions. I think we are trying to, some of us are trying to state that we really want to see this succeed and we want to see it happen and there are some options. One of the questions that you asked was could we consider potentially approval contingent on a lease being executed. The only problem I'd have with that, which is why again I suggest a continuance, is that I don't know the terms of that lease. I know that a month-to-month lease isn't going to do it for me. It's going to need to have a substantive period of time. But I would be okay with one again that only went into effect if it was needed, because I agree with you, I think there's an extremely good chance we won't need those spaces.

But the Village has got to respect the neighbors around, it has to respect its code, and it has to protect them in the event that they needed that assistance. So, we don't have other models like this to look at and point to. We're all very much in a, you know, gray space, and municipalities don't tend to jump in the gray spaces so easily.

So, I think that from my perspective, for whatever it's worth, if there was a continuance tonight and you were to come back with a plan to utilize that lot like I've discussed, maybe potential letters of interest from some airlines saying no, we don't have a

contract, we can't have a contract until you have a hotel, but we would be very interested in having a relationship with this space given these amenities, things like that that would allow us to have a little bit more confidence. You might be able to sway more of the Commissioners, you know, to your side.

That being said, even if we were to all vote no tonight, you could do all those things I just said and still go to the Village Board. So, you don't need that, you don't need that from us. But I don't know if there is some sort of rush. I know it's been two years, but I would think that, if you're hearing at least some of us, that might not be a bad course of action to consider, but it's up to you.

COMMISSIONER CHERWIN: Susan, are you asking the Petitioner if they'd be open to a continuance?

COMMISSIONER DAWSON: A continuance.

COMMISSIONER SIGALOS: My only concern with that is that you've heard this four times already.

COMMISSIONER DAWSON: I haven't.

COMMISSIONER SIGALOS: Well, the Village Board has and we have on the Conceptual Plan Review Committee.

COMMISSIONER DAWSON: But he stated that they haven't --

MR. O'CONNOR: But we have made a number of adjustments based on those comments. You make it sound as if we haven't done anything and the Petitioner feels like they've done a lot. The reason why he's looking for an answer is because he felt like he's done, you may differ, but he's felt like he's done what he can and he needed an answer. Part of the reason he felt that way was because, misunderstanding or not, I don't know, but one of the issues was getting a lease and we couldn't get a written lease because of how it was described to us, the type of lease that was needed for it to make a difference or to count towards what the Village was requiring.

COMMISSIONER DAWSON: I get that. What Sam was saying is that a lease in perpetuity would reduce the amount of spaces you're asking for in a waiver.

MR. O'CONNOR: Right, I get the reference towards mitigating the deficiency or at least taken into consideration for the variance.

COMMISSIONER DAWSON: Right, and I can't even say that even if you came back with all of those that you're going to get 100 percent everyone says rah-rah-rah go. In fact, it sounds like you won't from everyone. But I understand what you're saying, and I just feel like you might want to consider some of the things that, you've gotten relatively favorable comments from a good portion of the Commissioners up here that said with maybe just a few more things we'd be able to support it. So, not all of us but some of us, and that will have some weight with the Village Board.

So, it's up to you how you want to go forward, but I think you should consider a continuance if that's something you're interested in. But again, we're only recommendation, it sounds like you're going to get a no tonight, at least that would be my gut. I can't guess.

COMMISSIONER JENSEN: Don't guess. You have no idea.

COMMISSIONER DAWSON: You're right, I don't. I've been surprised before.

COMMISSIONER CHERWIN: Are you --

COMMISSIONER DAWSON: I'm done, I'm done, absolutely done.

COMMISSIONER CHERWIN: So, yes, I would echo that, and I would say, you know, if Staff had said, hey, this would be, you know, have something in perpetuity here and we're in good shape, I think what I will say is, well, if you can't get that, come back to us and say we can't get it but this is what we can't get, instead of saying we just can't get it. But we can get the shared space from this property to the east, they're willing to let us, you know, share whatever, 20 spaces for a rental fee or this lot that we talked about to the south and not be able to do that, but all I'm saying is some kind of compromise position other than, sorry, no. That would be my thought.

COMMISSIONER LORENZINI: May I speak?

ACTING CHAIRMAN GREEN: Sure.

COMMISSIONER LORENZINI: Okay, thank you. So, the first thing I want to say is my earlier questions about the spots and whatnot, I wasn't trying to beat you down, I was trying to help you come to the numbers you need. The second thing I'd like to say is, Mr. Cazares, I know you're passionate about this and you have a deep respect for your mother, but attacking the board members isn't going to help you, but I understand where you're coming from.

So, going back to where I left off last time, so we had 138 deficit and if you take out the 59 spots on the roof, and Sam, I have to disagree with you because I've been to conferences and I don't like going down to my hotel room to use the washroom, so I mean if there is a guarantee that only those people attending or using that bar is staying at the hotel, I could buy that argument. So, that brings us down to a deficit of 67. Now, the valet parking, if you eliminated that, that's going to add 40 because you're double spacing them, right? If you just made them regular parking, would that reduce it by about 20?

MR. HUBBARD: I would say it would get close to 30 cars valet parked without those painted lines.

COMMISSIONER LORENZINI: Okay, then how many if you regular parked, 15?

MR. HUBBARD: I mean, it's not regular parking at all because it's the drive aisles.

COMMISSIONER LORENZINI: Oh, it's just in the drive aisles.

MR. HUBBARD: Yes.

COMMISSIONER LORENZINI: They're not taking up parking spots.

MR. HUBBARD: They're not taking up parking spaces.

COMMISSIONER LORENZINI: Okay, so we're still at 67. Okay, let me ask some of the hotel experts about Uber and Lyft. In your estimate on this chart here, how many of those, in your experience, how many of those would go away using Uber and Lyft? Even a contract with the United Airlines or American Airlines or somebody?

MR. TED MANDIGO: If there were a contract with an airline for say 15 rooms a night, that would take out 15 rooms of 126 space, one space per room. Now, while it's mandated in code, it's excessive because of the specific type of business that's generated. In our experience at airport hotels is that they require somewhere around 30 percent of parking per guest room. These codes were written for hotels that are suburban hotels, hotels that are located in smaller communities in order to provide the parking for people --

COMMISSIONER LORENZINI: Okay, wait, wait, wait, excuse me, but you're losing me. How many of these spots would go away if you had an agreement with airlines?

MR. TED MANDIGO: How many spots? How many parking spots would you require?

COMMISSIONER LORENZINI: Yes.

MR. TED MANDIGO: You would require for this property of 126 rooms somewhere around 50 spots.

COMMISSIONER LORENZINI: Wait a minute. So, right now for the hotel, they need 126 spots.

MR. TED MANDIGO: That's what your code says. But that's a code that's based upon suburban and rural and small community hotels. The practice on airport hotels, it should be about 30 percent.

COMMISSIONER LORENZINI: Okay, but of those 126 rooms, how many rooms are they expecting to lease to an airline or somebody like that? Roughly.

MR. TED MANDIGO: Of those, it would reduce it. It depends on the airline contract but it would probably be a minimum of 10 to 15 a night and it could be as many as 25 or 30. If you've got two aircraft on the ground, you're going to have that many crew.

COMMISSIONER LORENZINI: So, let's say conservatively that would reduce it to another 10, that brings us from 67 to 57. Then Uber and Lyft attending the banquet, what percentage of those would you say would come by Uber or Lyft or a taxi?

MR. TED MANDIGO: It's very difficult to say, and so it's nothing but --

COMMISSIONER LORENZINI: Give me a ballpark.

MR. TED MANDIGO: -- experience that says that we're probably seeing about 15 percent of people that have taken into consideration the driving under the influence risk and are going out and taking Uber rather than driving a vehicle to a wedding party and then hopping in a car and driving home.

COMMISSIONER LORENZINI: So, with 113 at the banquet, how many would you say, 30 percent of those?

MR. TED MANDIGO: I wouldn't go that high, I'd say perhaps 20 percent.

COMMISSIONER LORENZINI: Okay, let's be conservative, let's say 10 percent. That reduces it another 10, so that brings us down to 46. So, right now best case it seems like you're somewhere around 46 spot deficit, giving you the benefit of the doubt of all that.

MR. TED MANDIGO: That's fine.

COMMISSIONER LORENZINI: So, having a 46 car deficit, how are you going to deal with that?

MR. TED MANDIGO: Well, the fact of the matter is that we are dealing with a business right now that there is an overlap between the banquet and the hotel stays.

COMMISSIONER LORENZINI: Okay, so you're saying there's double counting in there, too.

MR. TED MANDIGO: That's double counting that. So, if I have 60 percent of my business is coming off of the banquet space, those are people that are in the banquet and those are people at the hotel, it's the same person, it's the same car.

COMMISSIONER LORENZINI: How many would that be of this --

MR. TED MANDIGO: Well, on the low side, it would be about 40 percent of the business. On the high side, it would be about 70.

COMMISSIONER LORENZINI: All right, so now we're about break even. So, now it's about break even on the spots.

MR. TED MANDIGO: That's correct. That's exactly what we've been saying.

COMMISSIONER LORENZINI: Okay, that's where you're coming from. All right. One more question. So, what makes this a 4.5-star hotel? The finishes in the room?

MR. TED MANDIGO: The finishes in the rooms and personal attention to service levels and --

COMMISSIONER LORENZINI: But the services, you've got to pay extra for anyways, right?

MR. TED MANDIGO: Not necessarily. It depends on training of the staff and it depends on how they respond.

COMMISSIONER LORENZINI: No, I mean like the beauty salon or whatever, okay. So, basically you're paying for the finishes. That's all I want to know.

MR. TED MANDIGO: And you're getting a premium for it.

COMMISSIONER LORENZINI: All right, thank you.

COMMISSIONER JENSEN: I think you might want to consider what Sue and others have suggested in terms of a contingency because I think you should, you did a nice market study. I'm an economist by training and I've done a lot of research of that type. I think your market study was very nice, it was a very good study. But I think you've marshaled some arguments tonight that really ought to be put on paper in a more forceful way than was shown in the market study, at least the Petitioner should. I think you can get those numbers down quite a bit.

I know that the code doesn't allow you to count the valet parking, but that doesn't mean that this Commission or even the Board of Trustees can't mentally make the calculation, you know, it takes 30 or so spots away. So, I think if you were to marshal the various arguments that have come out of this discussion and take a continuance and come back before us, you might have a change of the view of the Commissioners. We're missing three Commissioners now, we usually are nine. I don't know whether those other three are going to be favorable or not, but I think you could do better to marshal the arguments, that's one option.

The other is one is what Sue suggested, you could do the same thing, you could marshal those arguments and go right to the Board and not bother talking to us again. You have that option to do it because we're only a body that is advisory. So, I think you've made some good arguments and I'm tending to lean in your direction at this point because I think the code is dated, I think it's overstating what is needed. I think you've made some good arguments about double counting. I think you might want to try to get some kind of, more than a letter, a lease of some sort, a contingency lease. I don't think a right of first refusal in terms of buying helps because you're not forced to buy it. So, that you can get the offer but you don't have to buy it so that doesn't help the Village out.

I do want to ask Sam one question. What does the Village do typically if somehow there's been a miscalculation on Staff or the Commission's part and so all of a sudden you have a problem area? Let's suppose this hotel goes through as they have proposed, and all of a sudden you start getting a lot of complaints about parking issues and so forth. What is the recourse of the Village?

MR. HUBBARD: Well, if it's parking on private property, then the Village can't really do much other than, you know, try and work with the property owner and encourage them to park responsibly and not in other people's property. Those other property owners can contract with a towing company and have those cars towed. They can install cameras and so

forth. If it's parking on a public street that's a nuisance to the residents in the area, then the Village can look to change the parking restrictions on that street where it can enforce the parking regulations. When cars are parked illegally, they can ticket and so forth.

COMMISSIONER JENSEN: That's helpful. Anyway, I think you've got a couple of paths you can go down at this point. I think, I don't know if you need to confer with each other or not, but I certainly would consider the offer that Sue initially made, to come back with a better, a tighter argument, because right now you've got bits and pieces of it spread over three or four hours.

COMMISSIONER LORENZINI: I pretty much agree with everything Lynn just said, and I would do your own chart to show how or why you would refute these numbers kind of like we just walked through.

MR. O'CONNOR: Like we just walked through, okay. I appreciate all the comments and the Petitioner does and the suggestions, but we would like to go to the vote this evening after the hearing.

COMMISSIONER DAWSON: Okay.

ACTING CHAIRMAN GREEN: Would somebody like to make a motion?

COMMISSIONER DAWSON: I'll make a motion.

A motion to recommend to the Village Board of Trustees denial of PC#16-012, a Land Use Variation to allow a 126 room hotel within the M-2 District; a Variation from Chapter 28, Section 11.4, to reduce the parking requirements from 310 spaces to 172 spaces; and a Variation from Chapter 28, Section 11.2-8, to reduce the required two-way drive aisle width to allow a 23-foot wide drive aisle where code requires a 24-foot wide drive aisle.

MR. HUBBARD: Can I make a suggestion? I know you're intending to potentially deny the application. But if that vote fails, it's better to actually make a motion for approval. If the motion for approval fails, then it results in a denial rather than --

COMMISSIONER DAWSON: I can't make that motion though.

MR. HUBBARD: You can't make a motion for approval?

COMMISSIONER DAWSON: No, because I don't support approval.

MR. HUBBARD: Well, essentially you can support --

COMMISSIONER DAWSON: Do you want me to strike it and someone who supports approval make that motion?

MR. HUBBARD: I think you can make the motion and ultimately vote against it if you're not in favor of approval.

ACTING CHAIRMAN GREEN: Joe will make the motion.

COMMISSIONER LORENZINI: Okay, I'll make a motion to recommend.

COMMISSIONER DAWSON: I'll strike my motion.

A motion to recommend to the Village Board of Trustees approval of PC#16-012, a Land Use Variation to allow a 126 room hotel within the M-2 District; a Variation from Chapter 28, Section 11.4, to reduce the parking requirements from 310 spaces to 172 spaces; and a Variation from Chapter 28, Section 11.2-8, to reduce the required two-way drive aisle width to allow a 23-foot wide drive aisle where code requires a 24-foot wide drive aisle.

ACTING CHAIRMAN GREEN: Joe's approval, is there a second?

COMMISSIONER JENSEN: I'll second.

ACTING CHAIRMAN GREEN: Roll call vote.

MR. HUBBARD: This is a motion for approval.

ACTING CHAIRMAN GREEN: Yes.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: No, with comment.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: No, with comment.

MR. HUBBARD: Acting Chair Green.

ACTING CHAIRMAN GREEN: No.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: No, with comment.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes, with comment.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: No.

COMMISSIONER DAWSON: Comments?

MR. HUBBARD: Comments.

COMMISSIONER CHERWIN: Yes, I mean I think it's a good project. I want to be able to support it. I think a continuation would have been wise and I think that that's what a lot of people wanted to see here, was this project go forward. I think there can be similar measures taken to address the legitimate concerns of the Staff and most likely the property owners around it. That's all.

COMMISSIONER DAWSON: My comment is again I support this project. I don't know that you need the parking. If I just had something a little bit more that I could hang my hat on about reserved parking, my vote would have been yes.

COMMISSIONER LORENZINI: My comment is I agree with the project, but I think the Petitioner needs to make a better case as to why his parking, he feels his parking is adequate the way it's currently presented. I would also suggest getting some type of a lease with one of the nearby landowners, whether it's perpetual or not.

ACTING CHAIRMAN GREEN: Lynn?

COMMISSIONER JENSEN: I do support the project and I'm sorry that I had to vote no for many of the reasons that were, you know, have been voiced by other people. I think it would be a travesty if this isn't allowed to go ahead and be developed as a hotel. So, I think you would have done better with a continuance, but that's just my view. I think you still can go to the Board, although you've now got a preponderance of noes from the Commissioners here and that's not the best position to begin with when you're talking to the Board.

MR. O'CONNOR: I understand.

COMMISSIONER JENSEN: But I would still recommend you marshal your arguments effectively in a document of a few pages and make a case as best you can. I think there's a lot of us who are sorry that we couldn't vote yes.

ACTING CHAIRMAN GREEN: You've been denied and we will present this to the Trustees, and the date is November 9th, is that correct?

MR. HUBBARD: Tentatively November 6th.

ACTING CHAIRMAN GREEN: November 6th, I'm sorry. November 6th. So, just to say, I agree with what everything that's been said here. As an architect, I think it's a great project. You've got solve the problems with the parking still. Good luck with the Board.

MR. O'CONNOR: Thank you.

ACTING CHAIRMAN GREEN: Thank you for all coming in.

COMMISSIONER DAWSON: Do we have anything else? Do you want a motion to adjourn? Motion to adjourn.

ACTING CHAIRMAN GREEN: Is there a second to that?

COMMISSIONER JENSEN: Second.

ACTING CHAIRMAN GREEN: All those in favor say aye.

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: We're adjourned.

(Whereupon, the above-mentioned petition was concluded at 9:34 p.m.)

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, ROBERT LUTZOW, 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.

ROBERT LUTZOW

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2017.

NOTARY PUBLIC



Item: St. Edna Church - 2525 N. Arlington Heights Rd. - PC#17-010

Department: Planning & Community Development

Requested Action

Amendment to PUD Ordinance #02-005.

Variations Required

Chapter 28, Section 11.4, Schedule of Required Parking, to allow 377 parking spaces where code requires 627 parking spaces.

Recommendation

The Staff Development Committee recommends approval of the proposed PUD amendment and parking variation and recommends approval of the project, subject to the following conditions:

1. Compliance with all Design Commission requirements as identified during the September 26, 2017, Design Commission meeting.
2. Provide additional landscaping adjacent to the proposed parking lot on the east side, including 3 or 4 additional upright junipers at the end of the drive aisle between the Hick Yews.
3. Prior to consideration by the Village Board, the petitioner shall provide the Engineering Department with the detention calculations for the property, for the review and approval by the Engineering Department.
4. If parking beyond what is provided for the church and its ancillary functions is insufficient as determined by the Village, then the Petitioner shall work with the Village to develop and implement a parking mitigation plan that may include, but shall not be limited to, operational restrictions, and/or the installation of additional parking or other parking accommodations located elsewhere on site.
5. The applicant shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
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PC Staff Report	Board or Commission Report
Public Notice	Correspondence
Aerial	Exhibits
Plat & Sub Minutes 11/18/15	Minutes
Design Commission Minutes 9/26/17	Minutes
Design Commission Staff Report	Board or Commission Report
Project Narrative & Justification	Correspondence
Plans	Exhibits
Traffic & Parking Study	Exhibits
Parking Study Addendum	Correspondence
Neighborhood Meeting Summary	Correspondence
Department Comments - Round 1	Correspondence
Petitioner Response to Department Comments - Round 1	Correspondence
Department Comments - Round 2	Correspondence



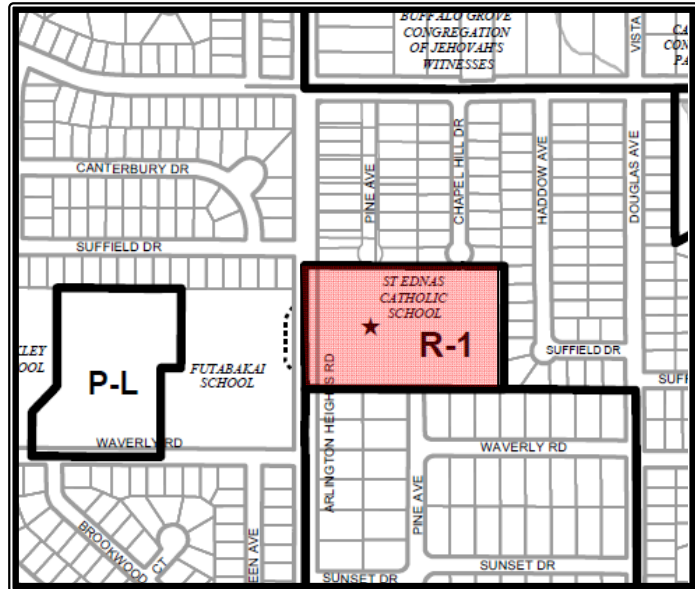
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

File Number: PC# 17-010
Project Title: St. Edna's Catholic Church
Address: 2525 N. Arlington Heights Rd.
PIN: 03-17-101-019

To: Plan Commission
Prepared By: Sam Hubbard,
 Development Planner
Meeting Date: October 25, 2017
Date prepared: October 20, 2017

Petitioner: Susan Maish
Address: 350 S. Northwest Highway
 Suite 106
 Park Ridge, IL 60068

Existing Zoning: R-1, One-Family Dwelling
 District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3, One Family Dwelling	Single Family Homes	Single Family Detached
South	R-E, One Family Dwelling	Single Family Homes	Single Family Detached Estate
East	R-3, One Family Dwelling	Single Family Homes	Single Family Detached
West	R-3, One Family Dwelling	Existing School	Schools

Requested Action:

1. Amendment to PUD Ordinance #02-005.

Variations Required:

1. Chapter 28, Section 11.4, Schedule of Required Parking, to allow 377 parking spaces where code requires 627 parking spaces.

Project Background:

The subject site is 8.03 acres (349,787 square feet) and includes the 995 seat sanctuary, and the Doherty Center and Hurley Center totaling 41,700 square feet of building area. In 2001, the project appeared before the Plan Commission for a Planned Unit Development, which included the construction of the narthex of the church as well as a parking lot expansion. The existing parking lot has 339 parking stalls in the main area, and 17 additional spots which were built after the rectory was demolished in 2013, for a total of 356 stalls.

In 2013 the PUD was amended to allow for a new 10,800 square foot Parish Center and remodeling of the Hurley and the Doherty Centers, a revised northeast detention area and new southwest detention area, and 23 new parking spaces to replace 17 existing spaces (for a total of 362 stalls). A variation of 228 spaces for parking to permit 362 spaces where 590 is required was approved. Since 2013, the former rectory building has been demolished to prepare for the new Parish Center, however the project did not move forward at that time due to funding. Because construction did not begin, the 2013 PUD Amendment has lapsed and is no longer valid.

The Petitioner now has funding in place for the proposed improvements, and has made some modifications to the plans since the 2013 approvals. The key changes are outlined in the table below:

	2013 Approval	Current Proposal
Parish Center Size	10,800 sq. ft.	13,700 sq. ft.
Total number of parking spaces	362	377
Front Yard Setback (west)	190	190'
Rear Yard Setback (east)	157'	139'
Side Yard Setback (north)	229'	213'
Side Yard Setback (south)	34'*	34'
Building Height	28'-2"	29'-10"
Congregation Size	3,077 families	2,928 families
Average Weekend Attendance	2,550	1,900

*34' side yard setback was granted a Variation in 2001

Although the project has had some modifications from the approval as granted in 2013, the programming for use of the space remains as proposed in 2013. The size of the Parish Center addition has increased by roughly 26% and will include 13,700 square feet, compared to the originally approved size of 10,800 square feet.

The petitioner has provided a project narrative which has been included in the Plan Commission packet that explains the history of the site and the proposal. Operationally, St. Edna's has a congregation size of 2,928 families (8,994 persons) and an employment base of 17 (15 employees + 2 priests) full and part-time people. Although the facility does not have a private school, religious education for adults and children is held throughout the week. In addition, St. Edna's has several leadership programs (i.e. Ministries, Separation/Divorce, bereavement, family life, etc) that are held once or twice a month during the weekday evenings. Religious services are held Monday through Friday at 6:45 AM and 8:00 AM, Saturday at 9:00 AM and 5:00 PM, and Sunday at 7:30 AM, 9:30 AM, 11:30 AM, and 5:30 PM with a combined Saturday and Sunday average total attendance of 1,900 people.

The proposed action, if approved, would allow St. Edna's to construct a new 13,700 square foot parish center, modify the existing parking lot from 356 spaces to 377 spaces, and reconfigure the existing detention basin

at the northeast corner of the site and add new capacity at the southwest corner of the site. The new Parish Center will be used for large social functions such as an appreciation dinners, lunches, and breakfasts; musicals; theater presentation; youth ministries; and athletic functions to name a few, that are currently occurring within the existing multi-purpose space in the Church building. This new facility consists of a 6,540 square foot multi-purpose room, a 1,475 square foot performing arts platform and a full kitchen. The remaining spaces are devoted to corridor, mechanical, storage, and washroom space. The Parish Center will also be connected to the existing church building via a fully enclosed vestibule. It should be noted that the master plan floor plan identifies interior modifications that the Church hopes to complete when funding is available. These modifications include rearranging the multi-purpose rooms in the Doherty Center and the construction of a youth room in the basement of the existing facility. This will need to be submitted for a building permit when the work is proposed. However, the parking requirements for the facility have taken these modifications into consideration. To address potential neighborhood concerns, the Parish has indicated in writing that it is not their intention to rent out the new facility for use by entities that are not affiliated with the St. Edna's. Furthermore, the Church has indicated that the new facility will not result in an increase to the number of employees or a change to the current Parish programming.

Zoning and Comprehensive Plan

The subject property is located within the R-1 One-Family Dwelling residential zoning district, which allows churches and religious uses by right. In addition, the existing land use is consistent with the Village's Comprehensive Plan, which designates the subject site as "Institutional". However, due to the expiration of the previous PUD amendment that was approved in 2013, and given the proposed changes to the floor plans, an amendment to the underlying PUD is required as the changes constitute a modification to the prior approval.

The proposed building complies with all bulk, height, setback, and lot coverage restrictions. One variation is needed, which relates to parking and will be discussed in the Traffic and Parking section of this report.

Plat and Subdivision Meeting

On November 18, 2015, the applicant appeared before the Plat and Subdivision Committee to present their proposed PUD Amendment. In general, the three Commissioners in attendance were generally supportive of the proposed project. At that meeting, the petitioner outlined that they were intending to construct a new rectory on the subject property. However, the proposed rectory has been eliminated from the scope of the project and the Church believes that the existing rectory, which is located off-site, is sufficient for their needs at this time. A copy of the meeting minutes has been attached.

Neighborhood Meeting

On October 17, 2017, St. Edna's hosted a neighborhood meeting for nearby residents to inform them of the proposed development and to obtain their preliminary feedback. A copy of the meeting discussion, as prepared by the petitioner, is within the packet provided to the Plan Commission.

Design Commission

The Design Commission met on September 26, 2017, to discuss the proposed church addition. The Design Commission voted to approve the project, subject to one requirement, that the kitchen vent on the northwest corner of the building be screened from view. The minutes from this meeting have been attached. A condition of approval to comply with the Design Commission motion has been included within Staff's recommendation.

Site Plan / Storm Water Management

The storm water detention that services the site, which was modified in 2001, will be modified to accommodate the proposed changes to the site and new MWRD requirements. The petitioner is proposing to increase the size of the existing detention area located in the northeast corner of the lot, and will construct a small detention area in the southwest corner of the lot. The petitioner has yet to provide final detention calculations to the Village. While the project has remained generally similar in size to the approved plans from 2013, given that there is an increase in the amount of impervious surfaces, the Engineering Department wants to verify that all detention regulations can be met. Therefore, staff is recommending that these calculations be provided for staff review and approval prior to Village Board consideration of the project.

Traffic and Parking

As required, the Petitioner provided a Traffic and Parking study prepared by Eriksson Engineering. The document is a copy of the 2013 Traffic and Parking study that was done for the project when it received its original approval at that time. Eriksson Engineering has provided a cover letter explaining that the findings in the study are still applicable as the project remains essentially the same relative to the use; although the size of the building has increased slightly, there is a negligible impact on peak traffic generation and parking demand as the use of the Parish Center and Church building will never be concurrent. Additionally, Eriksson Engineering prepared a parking survey of the existing parking lot and the lot across Arlington Heights Road (Futabakai School) which is used by the Church on a Sunday from 9 AM – Noon and a Tuesday from 4 PM – 6 PM. It should be noted that the hours of the Sunday counts included the two heaviest attended services, historically. The Peak Parking Demand was at 10:15 AM on Sunday, with a total of 309 parking stalls occupied, 11 of which were at the Futabakai School across Arlington Heights Road. The Study also noted that the Church currently hires the Police Department to direct traffic at all Sunday morning services.

According to Village Code, the total parking demand is based on the collective parking requirement for each of the different uses within the facility (Chapter 28, Section 11.2-6, Collective Provision). This parking methodology has been consistently applied to other similar projects. Please refer to the following table, which outlines the parking requirements for the building, including the new addition.

Table I – Parking Calculations

Building	Uses	# of Seats/Square Footage	Parking Ratio	Parking Required
Church	Nave	995	1 space/5 seats	199
	Choir	35	1 space/5 seats	7
	Narthex	130	1 space/5 seats	26
	Community Room	990	30% of occupancy	20
Doherty	Multi-purpose Rooms	5,835	30% of occupancy	117
Hurley	Offices	4,485	1 space/300 sq. ft.	15
	Multi-purpose Rooms	4,158	30% of occupancy	83
Parish Center	Multi-purpose Rooms	8,014	30% of occupancy	160
TOTAL REQUIRED				627
TOTAL PROVIDED				377
SURPLUS/(DEFICIT)				(250)

Since the proposal includes 377 parking spaces where 627 are required, the following variation is required:

- **A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 627 to 377 spaces.**

The Staff Development Committee has reviewed the proposed variation and the Petitioner's response to the hardship criteria (as provided in the Plan Commission packet) and is supportive of the variation for the following reasons:

- i. The petitioner has provided a traffic and parking study that indicates a peak demand of 309 parking stalls needed on site. This count was taken in the fall which, according to the Church, is the heaviest attended season.
- ii. The Church has provided information on mass attendance numbers relative to 2013 and 2017 and found that the average attendance has been shrinking. In addition, the size of the congregation has gotten smaller since the original approval in 2013.
- iii. The Church has been utilizing the District 25 parking lot across Arlington Heights Road for parking, if needed, however there is no formal agreement at this time. It should be noted that a condition of the PUD from 2001 was that "The petitioner shall continue to pursue a perpetual shared parking agreement with the property owner of the facility located directly across from the petitioner on the west side of Arlington Heights Road." This condition is still applicable; however, based on actual parking demand data, off-site parking is not necessary at this time.
- iv. The way in which parking has been calculated is based on full use of the facility at the same time. However, the Church has indicated that they will not run two large-scale programs at the same time (e.g. a church service and a parish breakfast). The Petitioner has indicated that these functions are for the parishioners and would not program events so the parishioner would need to choose between two events. However, the following condition is recommended, in the event the Church attendance does grow or parking becomes an issue in the area: "If parking beyond what is provided for the church and its ancillary functions is insufficient as determined by the Village, then the Petitioner shall work with the Village to develop and implement a parking mitigation plan that may include, but shall not be limited to, operational restrictions, and/or the installation of additional parking or other parking accommodations located elsewhere on site." This condition is consistent with conditions placed on other similar uses.
- v. The current service times on Sunday have been modified since the last renovation in 2002. The Church has since changed their schedule to allow two hours between each mass start time, eliminating overlap in the parking lot.
- vi. A minimal parking lot expansion has also results in the preservation of additional mature trees on site.

It should be noted that the petitioner is proposing parking lot lighting in the new parking lot. The petitioner has indicated that the proposed photometrics will meet the Village's standards. A photometric plan has been provided which indicated a level 0 spillover onto the adjacent properties from the new lights, which is compliant with Village regulations.

Building Review

The proposed Parish Center has been reviewed positively by the Design Commission. The Parish Center will incorporate the same architectural style and building elements that are used on the existing structure, though it will be constructed of pre-cast panels with a thin brick veneer at the base. An accent band is proposed on the west elevation that ties the architecture in nicely with the St. Edna's logo. The height of the

structure from the average finished elevation is 29'10" as measured to the top of the roof structure, and the southern end of the building tapers down in height to 23'-4". The maximum allowable height for churches within any residential zoning district is 45', per Section 5.3-2 of the Zoning Code.

Landscape & Tree Preservation Related Issues

The site is currently developed with a parking lot that contains all of the required trees in the landscape island. The petitioner has provided an existing tree survey that identifies at least 55 trees on site, not including the trees located within the existing landscape islands. Of those trees, 7 are proposed to be removed, all as a result of grading in the detention areas or construction occurring around the proposed Parish Center. Two of the trees are Ash trees. The remaining trees require a replacement value of 24 trees. The proposed landscape plan provides the incorporation of 46 new trees (shade, evergreen and ornamental). The majority of the proposed trees are scattered throughout the northeast corner of the site, surrounding the proposed Parish Center, parking lot and detention basin. Foundation landscaping is also proposed around the north and west elevations of the building. Native plantings are proposed for the detention areas. Additional plantings in the detention areas may be required to comply with MWRD regulations.

Three HVAC units are proposed in conjunction with the proposed addition. One will be located along the north elevation and recessed from the surrounding grade to meet the finished floor level. The other two are proposed at the northeast and southeast corners of the building. They will be buffered by a 8' tall wood fence structure, which will completely screen the units. The fence will be buffered with additional landscape plantings, which will help with noise mitigation. The petitioner has provided a written analysis of the expected noise from the units and determined that their impact will be minimal for the following reasons: 1) the units are setback over 150' from the closest home, 2) the fence and landscaping will help to mitigate the noise, and 3) the expected decibels output from the units would be less than the ambient sound made by a refrigerator as measured at the boundary of the closest residential property.

Finally, the proposed parking lot will be screened on the north and east by a densely planted row of 36" Yews, and other ornamental shrubs such as forsythia and knockout roses and 6-8' tall evergreen trees. In addition, there are trees that are proposed along the north property line and toward the east side of the proposed parking lot. Staff has recommended additional plantings at the edge of one of the drive aisle to further buffer potential headlight glare to the east.

RECOMMENDATION

The Staff Development Committee recommends approval of the proposed PUD amendment and parking variation and recommends approval of the project, subject to the following conditions:

1. Compliance with all Design Commission requirements as identified during the September 26, 2017, Design Commission meeting.
2. Provide additional landscaping adjacent to the proposed parking lot on the east side, including 3 or 4 additional upright junipers at the end of the drive aisle between the Hick Yews.
3. Prior to consideration by the Village Board, the petitioner shall provide the Engineering Department with the detention calculations for the property, for the review and approval by the Engineering Department.
4. If parking beyond what is provided for the church and its ancillary functions is insufficient as determined by the Village, then the Petitioner shall work with the Village to develop and implement a parking mitigation plan that may include, but shall not be limited to, operational restrictions, and/or the installation of additional parking or other parking accommodations located elsewhere on site.

5. The applicant shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

October 20, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON OCTOBER 25, 2017, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 17-010, a PUD Amendment to allow the construction of a parish center at St. Edna's Catholic Church, said property located at 2525 N. Arlington Heights Road in Arlington Heights, IL, and legally described as follows:
The North 500 Feet of the South 1938 Feet (Except the West 49.5 Feet and the East 522.72 Feet Thereof) of the East 1/2 of the Northwest 1/4 of Section 17, Township 42 North, Range 11, East of the Third Principal Meridian, in Cook County, Illinois.
As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:
A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of parking stalls provided from 629 to 377 spaces.
And other variations as determined necessary by the Plan Commission.
All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.
Terry Ennes, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
Oct. 10, 2017 (4484416)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published October 10, 2017 _____ in said **DAILY HERALD**.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

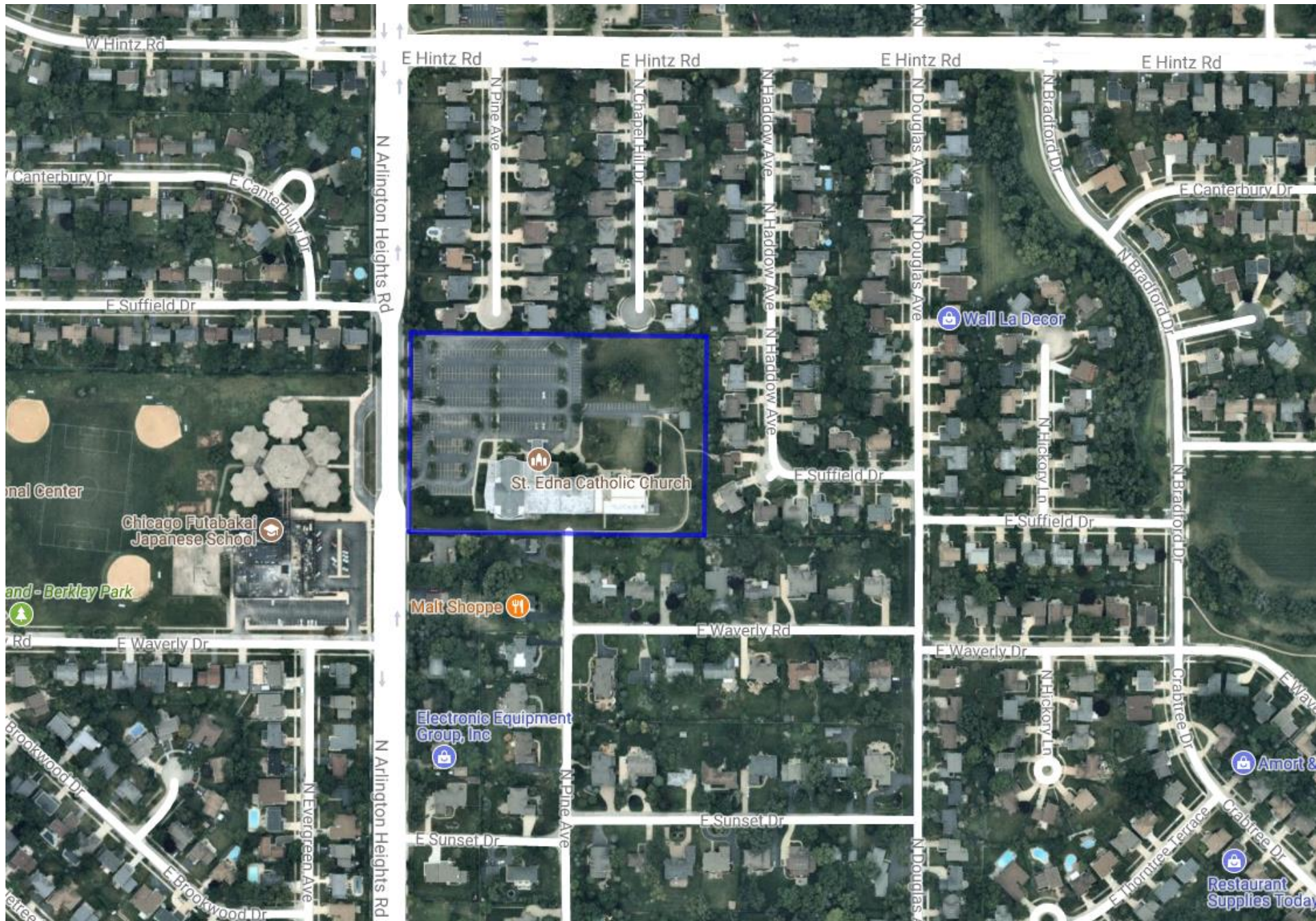
BY Daula Baltz
Authorized Agent

Control # 4484416

RECEIVED

OCT 13 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



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

November 18, 2015

Project Title: St. Edna's Catholic Church
Address: 2525 N. Arlington Heights Road.
Petitioner: Susan Maish
Jaeger, Nickola and Associates
350 South Northwest Highway, Suite 106
Park Ridge, Illinois 60068

Requested Action:

- Amendment to PUD Ordinance 02-005 and Ordinance 13-072 to allow the construction of a parish center, rectory, chapel and other interior and site improvements.

Variations Required:

- A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 642 to 376 spaces.

Attendees: Susan Maish – Petitioner, Jaeger, Nickola and Associates
Michael F., Parishioner of St. Edna
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Lynn Jensen, Plan Commissioner
Bill Enright, Deputy Director of Planning & Community Development

Project Summary:

The subject site is 8.03 acres (349,787 square feet) and includes the 995-seat sanctuary, and the Doherty Center and Hurley Center totaling 50,209 square feet of building area. In 2013, the PUD was amended to allow for a new 10,800 sf Parish Center and remodeling of the Hurley and the Doherty Centers, a revised northeast detention area and new southwest detention area, and 25 new parking spaces to replace 17 existing spaces (net gain of 8). A variation of 228 spaces for parking to permit 362 spaces where 590 is required was approved. Since 2013, the former rectory building has been demolished to prepare for the new Parish Center, however the project did not move forward at that time due to funding.

St. Edna's is looking to move forward with modifications to the 2013 approvals, including a larger Parish Life Center, which would was approved for 10,800sf in 2013 with the new proposal at 12,795sf in the same location just north of the Hurley Center. The plans also call for a new 2,240sf, 104-seat chapel at the west end of the church, and a new 4,540 rectory at the northeast portion of the site. Modifications to the northeast detention will be required and the addition of a new southwest detention area. Additional parking for 46 cars is proposed to the north of the new Parish Life Center. Total required parking will be 642 spaces with 376 provided a variation of 266.

The petitioner has provided a narrative of existing conditions, the 2013 approval and the new proposal, which is attached as part of the packet.

Operationally, St. Edna's has a congregation size of 2,928 families (8,994 persons) and an employment base of 17 employees (full and part time) and 2 priests. Although the facility does not have a private school, religious education for adults and children are held throughout the week. In addition, St. Edna's has several leadership programs (i.e. Ministries, Separation/Divorce, bereavement, family life, etc.) that are held once or twice a month during the weekday evenings. Religious services are held Monday through Friday at 6:45 AM and 8:00 AM, Saturday at 5:00 PM, and Sunday at 7:30 AM, 9:30 AM, 11:30 AM, and 5:30 PM with a combined Saturday and Sunday average total attendance of 2,400 people.

Meeting Discussion:

Ms. Maish introduced herself and began by explaining the existing site plan and neighborhood surrounding St. Edna's. The existing site has 363 parking spaces, a single building housing the church, a multi-purpose space, administrative space, and other ancillary meeting spaces. She noted that a rectory had previously been on the site as well, but was taken down as part of a previous PUD amendment, which included the addition of a parish center, reconfigured parking with 8 additional spaces, and the addition of one and modification of an existing detention area. Due to funding, only the removal of the rectory was completed. The reason for requesting another PUD amendment is to have updated plans approved with pieces that can be completed as funds become available. The parish life center would remain in its original position, with an updated larger size of 12,795 square feet, and would host large-scale events such as plays or dinners. The parking area would also be expanded under the new proposal, and a chapel would be added as well for small weddings or funerals. Lastly, the updated plan would re-incorporate a rectory on the site. The only requested variation would be for parking, all heights, setbacks, and other regulations would be observed by the proposal. Additional actions under the new proposal would include remodeling of existing spaces, increasing the height of the proposed structure from 25' 8" to 30' 8". The petitioner then explained the overall building design and grading of the site, showing renderings to the committee.

Mr. Enright stated that in general Staff is supportive of the request, stating that the primary issues with the proposal would be: 1) Inclusion of water detention facilities, stating that this would be accomplished through enlarging the existing detention basin in the northeast portion of the site, and adding a second detention basin in the south portion of the site, and therefore the petitioner should submit detailed plans of these basins at the time of application. 2) The parking variation. He noted that while the variation in this proposal is larger, it is due to the larger overall square footage rather than an increase in the capacity of the congregation spaces. Additionally, the size of the congregation has dropped from the size it was at the time of previous approval. It is typical for churches and park district facilities to have large variations for parking. Due to changes in the proposal; however, the petitioner would have to submit an update memo from a parking consultant, the one they had used for the previous PUD amendment or another, that would address any impacts resulting from the change in plans. He explained that this project would also require a Design Commission application, and recommended that a community meeting be held.

Commissioner Jensen asked why there was an upscaling of facilities being proposed when the congregation was shrinking in size.

Ms. Maish stated that the proposed additions would be to better accommodate the church's current functions. Before the prior PUD amendment, the church was hoping to have a larger facility, however had to scale down plans due to limited funds. Instead of aiming to implement a scaled down building, the church is now looking to do a full-sized but phased addition.

Commissioner Jensen asked if the rectory was smaller in the previous PUD proposal.

Ms. Maish stated that there was no rectory in the previous proposal.

Commissioner Jensen asked how the proposed additions would be phased.

Ms. Maish stated that the goal was to begin construction of the rectory in spring or summer of 2016, though funding has not yet been secured. The parish center would be the next phase to take place, followed by the remodeling portion of the project.

Commissioner Jensen asked if there was a time limitation for the petitioner to implement their projects after PUD approval.

Mr. Enright stated that there was only a time limitation pertaining to the beginning of construction, which is 12 months. As long as they begin any part of the project within that 12-month period, they can take as long as they need to accomplish each phase.

Commissioner Jensen asked if the detention basin to the east was being moved.

Ms. Maish stated that the outlet for the basin would not move that only the grading and shape of the basin would change.

Commissioner Cherwin asked how detention capacity would be increased, whether that is through deepening the existing basin or through expanding it.

Ms. Maish stated that going deeper was not an option, as they were limited by the location of the restrictor. Any addition to capacity would be done through expanding the size of the basin and flattening it out.

Commissioner Cherwin asked if the layout as proposed would be able to accommodate the necessary increase in capacity.

Ms. Maish stated that she was unsure, that calculations would need to be done by their civil engineer in order to determine the requirements under new MWRD regulations.

Commissioner Cherwin asked if there had been significant drainage issues on the property previously.

Michael F. No, there had not been any drainage issues previously.

Commissioner Cherwin asked Mr. Enright if there were any issues with landscaping that might be raised at a public hearing.

Mr. Enright stated that the petitioner would be required to add substantial landscaping to the parking area in front of the rectory, which was part of the prior PUD approval and the petitioner was planning to do. He noted that residents in prior meetings had asked that perimeter landscaping be used instead of fencing along the edges of the property.

Commissioner Cherwin asked if the added parking in the northeast portion of the property was to accommodate individuals visiting the rectory.

Ms. Maish stated that it would be for those visiting the rectory or parish center.

Commissioner Cherwin reinforced the importance of receiving an update on the parking study, and that the petitioner should comply with the Village requires. He stated that he was supportive of it.

Commissioner Sigalos stated that his only two concerns were with the storm water management, that the proposal cuts significantly into the storm water management they have currently and that they are planning to add a large amount of impervious surface coverage. He also asked if the parking addition proposed was larger than the previously approved plan.

Ms. Maish confirmed that the lot in the current proposal is larger than the lot approved in the previous PUD amendment, and that this increase in size allows for better access.

Commissioner Sigalos agreed that the new parking lot design allows for better flow, and reiterated his concern over adequate water detention.

Ms. Maish stated that it was her intention to bring engineers with to the next meeting to discuss requirements and options for water detention.

Commissioner Sigalos stated that he recalled water detention and parking being concerns in the past with the church, and asked if the petitioner had a parking agreement with the high school across the street.

Ms. Maish stated that they did not have a written agreement, but had gotten permission to use the lot in question.

Michael F. stated that the reason they did not have a formal agreement is because School District 25 would not enter a written agreement with a private Catholic church, which is why using the school's lot has always been a handshake agreement

Commissioner Jensen asked how many spaces the church has access to via the informal agreement.

Michael F. stated that they have access to around 50 spots

Ms. Maish stated that the number should be mentioned in the parking study, and that the study found only a few spaces were being utilized in the school lot. Those using the school lot most likely used that lot for convenience, because the church parking lots were not full.

Commissioner Jensen asked if those school parking spaces were included in the provided parking counts, or if the spaces were counted in any way.

Mr. Enright stated that they were not factored into the provided parking counts, but could be used as possible justification for a variation. However, in this case the major justification for the variation is how Village code requires parking to be calculated. Code requires parking be provided for all areas of the building at capacity, which does not happen with churches. He also noted that the parking study from the previous PUD found that the existing parking lots were not fully utilized. The biggest issue with the proposed parking area was that it might have to be reduced in size to allow the detention area to be expanded.

Commissioner Jensen asked if residents abutting the property in question ever reported flooding

Mr. Enright stated that historically there were residents that did.

Ms. Maish stated that there was one resident that had reported flooding, but that they were not on the northeast side where the existing detention basin is located.

Mr. Enright added that the petitioner would be adding a second detention basin to the south of the site as well.

Commissioner Sigalos asked if the parish life center would be used at the same time as church services.

Michael F. stated that the two areas would not be used at the same time. Parishioners would migrate from the church to the parish center for post mass functions

Commissioner Sigalos asked if, since the proposed parish center would have a basketball court, there would be a situation where a tournament was taking place at the same time as a mass.

Michael F. stated that that would not happen.

Commissioner Sigalos asked if the parish center would be rented out for wedding receptions at the same time a mass was occurring.

Michael F. stated that the center was not intended to be rented out, that it would be for parishioners only. If there were parishioners using the parish center, it would be because they are drawn from other places within the building.

Commissioner Jensen asked if the rectory accommodated three priests and how many priests the church currently had.

Ms. Maish stated that the rectory would house three priests, and that currently the church had two. The rectory had room to grow, as well as house one visiting priest, for a total of four.

Commissioner Sigalos asked if the first phase would be to construct the rectory.

Ms. Maish stated that the rectory would be build first, which would allow the church to sell an adjacent home that they had

T. EDNA'S CATHOLIC CHURCH; 2525 N. ARLINGTON HEIGHTS ROAD; T1517

been using as an interim rectory. Funds from this sale could then be used to replenish funds.

Michael F. mentioned that then the house would go back on the tax rolls once the rectory was reconstructed on the Church property.

RECOMMENDATION.

The Plat & Subdivision Committee was supportive of the proposal and advised that the petitioner should move forward.

John Sigalos, Chair
PLAT & SUBDIVISION COMMITTEE
Jake Schmidt, Recorder

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
SEPTEMBER 26, 2017

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

Members Present: John Fitzgerald, Chair
Ted Eckhardt
Aaron Coon
Kirsten Kingsley
Jonathan Kubow

Members Absent: None

Also Present: Tom Meyer, Lexington Homes for *Lexington Heritage*
Michael Bova, Top to Bottom Construction for *1805 N. Walnut Ave.*
Robert Kolososki, Prairie Tech Ltd. for *1805 N. Walnut Ave.*
Robert Flubacker, Robert Flubacker Architects for *619 N. Arlington Heights Rd.*
Mr. & Mrs. Vincent, Owners of *619 N. Arlington Heights Rd.*
Matt Peota for *Passero*
Alex Perry, Right Way Signs for *Passero*
Dr. John Kotis for *Kotis Surgical Center*
Douglas Hammen, Douglas Design & Associates for *Kotis Surgical Center*
Susan Maish, JNKA Architects for *St. Edna Church*
Mike Maloni, Building Rep for *St. Edna Church*
Chris Stair for *Aldi*
Tom Strehmann for *Aldi*
David McCallum, McCallum Associates for *Aldi*
T.J. Doyle, Doyle Signs for *Aldi*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM SEPTEMBER 12, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE MEETING MINUTES OF SEPTEMBER 12, 2017. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 6. CHURCH REVIEWDC#17-110 – St. Edna Church – 2525 N. Arlington Heights Rd.

Susan Maish, representing *JNKA Architects*, and Mike Maloni, *St. Edna Building Rep*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing a new Multi-Purpose Parish Center addition to the existing St. Edna Church building. The new building will consist of a multi-purpose assembly/gymnasium room with a raised stage, kitchen, and toilet rooms. A two-story rectory residence has been demolished to make way for the construction of the new addition. The new building will be connected to the existing building with a new corridor structure, but otherwise, the existing building will remain as is. The scope of the project includes site and landscape work around the new addition as well as a new 45 space parking area. This project requires Plan Commission review and Village Board approval for an amendment to an existing PUD.

This project was previously reviewed and approved by the Design Commission in 2013. At that time, the proposed Parish Center addition was 2,625 sf smaller and 5'-4" shorter than this current proposal:

- 13,425 sf currently proposed (10,800 sf previously approved)
- 31'-0" to the top of the wall currently proposed (25'-8" to the top of the wall previously approved)
- 36'-0" to the peak of the gable currently proposed (30'-8" to the peak of the gable previously approved)

The increased building height still complies with the zoning requirements. In 2013, numerous color schemes and massing options were studied for the proposed addition, and the current proposal retains the same basic color scheme and massing as the approved 2013 design.

Three new mechanical units are proposed to be mounted on grade adjacent to the new addition. The mechanical units will be fully screened by wood fences and landscaping. The new rooftop kitchen exhaust fan on the lower roof area is required to be screened from view. Overall, the proposed landscaping work is generally nicely done. The Petitioner will be required to comply with all landscape and parking requirements as part of the Plan Commission approval process.

Staff recommends approval of the proposed design for the church addition, with the comment to incorporate a screen around the rooftop kitchen exhaust.

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

Ms. Maish said that in response to the Plan Commission comments they received from Staff, additional landscaping has been added on the east side of the parking lot. They are also removing the kalwall on the existing lobby due to deterioration and replacing it with a hip roof. With regards to screening around the rooftop kitchen exhaust, she asked if they could work with Staff to determine the best way to do this; they are trying to blend it in with the existing gable shape. She presented some preliminary concepts showing new gables along the edge of the wall to block the view of the exhaust fan.

With regards to the screening of the kitchen exhaust, Commissioner Eckhardt said that he was okay with the three gables shown in the concept, or adding a cementitious fence around the exhaust, or just putting a simple box around it that matches the tan color of the wall. He had no issues with the design and no further comments.

Commissioner Coon felt the new gable on the left side was not warranted; he was in favor of a roof screen around the kitchen exhaust that matches the higher portion of the wall. Commissioner Kubow agreed with Commissioner Coon.

Commissioner Kingsley stated that she was not on the commission when the project was previously reviewed and approved. She felt that a third gable was unnecessary to screen the kitchen exhaust; she liked that the first-floor of the building tied in with the rest of the building; she questioned whether the gable end on the second-floor addition was necessary; and suggested something else be brought up there to give it more 'detail', rather than mimic the rest of the building. Her suggestions included not to finish it in white, or have a brown cross just in the middle instead of the brown accent going all the way across, or keep it less ornate so the rest of it can pop. She liked what was done with the kalwall area by introducing a new hip roof. Commissioner Kingsley reiterated that she was not on the commission when the color schemes were being reviewed and approved. Ms. Maish replied that many color combinations were considered, and she felt the white band at the top of the building helped the building appear less massive; she was concerned about removing it.

Chair Fitzgerald was okay with the size and scale of the new building addition, which he felt was not much different than the previous approval. He felt that something definitely needed to be done with the screening of the rooftop kitchen exhaust, and he was not in favor of adding another gable to screen it. He would make it a requirement to add a tree off to the side of this elevation, left of the walkway, consistent with the tree shown on the other side of this elevation, as well as add a tree on the side, if one will fit there. He would suggest this be reviewed and approved by Staff.

Commissioner Kingsley suggested changing the white finish at the top of the building to the dark color. Commissioner Eckhardt remembered that he felt strongly about the white color at the top of the building, instead of brown, because white helped tie it together with all of the buildings on campus. Chair Fitzgerald agreed and remembered the commissioners considering both brown and white at the top of the building; the white color was one of the elements that tied everything together for him.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER COON, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR THE ADDITION TO *ST. EDNA CHURCH* LOCATED AT 2525 N. ARLINGTON HEIGHTS ROAD, AS SUBMITTED. THIS APPROVAL IS BASED ON THE PLANS DATED 8/18/17, RECEIVED ON 8/29/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT THAT A TREE BE ADDED AT THE NORTHWEST CORNER TO HELP SOFTEN THE FUTURE SCREENING OF THE ROOFTOP KITCHEN EXHAUST FAN FROM THE KITCHEN.
2. 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 RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
3. THE PETITIONER IS REQUIRED TO MEET ALL LANDSCAPING AND PARKING REQUIREMENTS, PER CHAPTER 28.
4. ALL SIGNAGE MUST MEET CODE, PER CHAPTER 30.

Chair Fitzgerald wanted to add that the screening of the rooftop exhaust fan can be approved by Staff. Commissioner Kingsley said the commissioners previously talked about having the screening match the color/material of the building located behind it. Commissioner Eckhardt was okay with adding this to the motion.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER COON, TO AMEND THE MOTION AS FOLLOWS:

5. A REQUIREMENT THAT THE SCREENING OF THE ROOFTOP KITCHEN EXHAUST MATCH THE COLOR/MATERIAL OF THE BUILDING BEHIND IT, TO BE REVIEWED BY STAFF.

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: St. Edna Catholic Church
Project Address: 2525 N. Arlington Heights Rd.
Prepared By: Steve Hautzinger

Date Prepared: September 19, 2017

PETITIONER INFORMATION:

DC Number: 17-110
Petitioner Name: Reverend Rich Yanos
Petitioner Address: 2525 N. Arlington Heights Rd.
Arlington Heights, IL 60005
Meeting Date: September 26, 2017

Requested Action(s):

1. Approval of the proposed architectural design for a Multi-Purpose Parish Center addition to an existing church building.

ANALYSIS

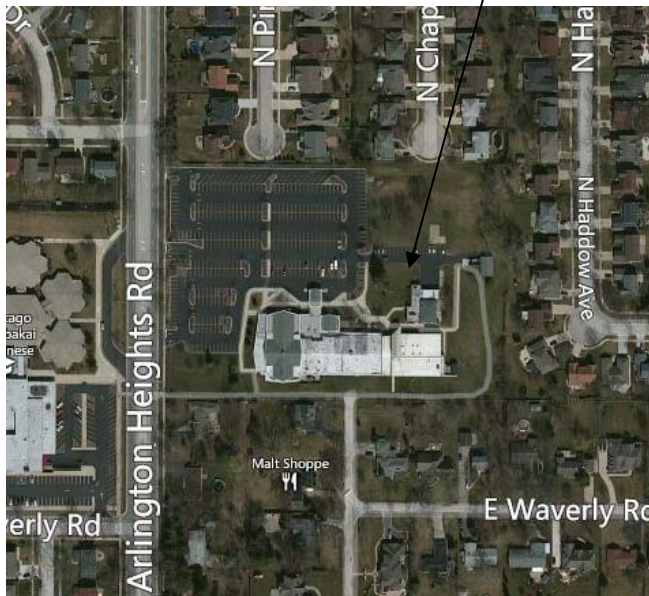
Summary:

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

The petitioner is proposing a new Multi-Purpose Parish Center addition to the existing St. Edna Church building. The new building will consist of a multi-purpose assembly/gymnasium room with a raised stage, kitchen, and toilet rooms. A two-story rectory residence has been demolished to make way for the construction of the new addition. The new building will be connected to the existing building with a new corridor structure, but otherwise, the existing building will remain as is. The scope of the project includes site and landscape work around the new addition as well as a new 45 space parking area. This project requires Plan Commission review and Village Board approval for an amendment to an existing PUD. The existing building area is 41,700 sf and the proposed addition is 13,425 sf. The subject site is 8.5 acres (370,242 square feet).

Site:

Subject Property



Aerial View of Subject Site



Zoning Map

Surrounding Land Uses:

<i>Direction</i>	<i>Existing Zoning</i>	<i>Existing Use</i>	<i>Comprehensive Plan</i>
Subject Property	R-1, One Family Dwelling District	St. Edna Catholic Church	Institutional
North	R-3, One Family Dwelling District	Single Family Residences	Single Family Detached
South	R-E, One Family Dwelling District	Single Family Residences	Single Family Detached Estate
East	R-3, One Family Dwelling District	Single Family Residences	Single Family Detached
West	R-3, One Family Dwelling District	Chicago Futabakai Japanese School	Schools

Architectural Design / Previous Approval:

This project was previously reviewed and approved by the Design Commission in 2013. At that time, the proposed Parish Center addition was 2,625 sf smaller and 5'-4" shorter than this current proposal:

- 13,425 sf currently proposed (10,800 sf previously approved)
- 31'-0" to the top of the wall currently proposed (25'-8" to the top of the wall previously approved)
- 36'-0" to the peak of the gable currently proposed (30'-8" to the peak of the gable previously approved)

The increased building height still complies with the zoning requirements, which allows churches up to 45 feet in height.

In 2013, numerous color schemes and massing options were studied for the proposed addition, and the current proposal retains the same basic color scheme and massing as the approved 2013 design.

Notable design features include:

- A sloped parapet which nicely mimics the slope of the roof line on the existing church building.
- A vertical accent band in the middle of the addition creating a cross like effect which gives the otherwise large gymnasium building an ecclesiastical feeling. The crossing accent bands reinforce the identity of St. Edna's Church as seen on their entry signage and logo below.



Existing entry signage



St. Edna logo

The proposed addition is setback over 400 feet from Arlington Heights Road and approximately 140 feet from the single family residences on the east. The east side of the proposed addition steps down in size which helps to visually diminish the mass of the proposed addition. Overall, the proposed design is nicely done and will blend well with the existing building and site.

Mechanical Unit Screening:

Three new mechanical units are proposed to be mounted on grade adjacent to the new addition. The mechanical units will be fully screened by wood fences and landscaping.

The new rooftop kitchen exhaust fan on the lower roof area is required to be screened from view.

Landscaping:

Overall, the proposed landscaping work is generally nicely done. The Petitioner will be required to comply with all landscape and parking requirements as part of the Plan Commission approval process.

Signage:

Signage is not included in this review, but will be required to comply with the signage code, Chapter 30.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed architectural design for the addition to *St. Edna Church* located at 2525 N. Arlington Heights Road. This recommendation is subject to compliance with the plans dated 8/18/17 and received 8/29/17, 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. Provide a screen around the rooftop kitchen exhaust.
2. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on nor represent any tacit approval or support for the proposed land use or any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
3. The petitioner is required to meet all landscape and parking requirements per Chapter 28.
4. All signage must meet code, Chapter 30.

September 19, 2017

Steve Hautzinger AIA, Design Planner

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 17-110



Date: September 21, 2017 (Modified 9/25/2017)

To: Village of Arlington Heights,
33 South Arlington Heights Road
Arlington Heights, IL 60005

From: Susan Maish, ALA
Jaeger Nickola Kuhlman and Associates
350 South Northwest Hwy, Suite 106
Park Ridge, IL 60068

Re: St. Edna Catholic Church
2525 N. Arlington Heights Road
Arlington Heights, Illinois 60004

Subject: **PROJECT NARRATIVE FOR PLAN COMMISSION- St. Edna Catholic Church**

St. Edna Catholic Parish is submitting to the Plan Commission for an amendment to their existing PUD

Background of St. Edna Catholic Church

St. Edna Catholic Parish is located at 2525 North Arlington Heights Road in an R-1 Zoning District. The existing 41,700 square foot building was built in three phases. In 1967 the one-story masonry church and religious education building (Doherty Center) was built. The administration wing (Hurley Center) was added in 1991 and in 2001 the narthex was added. In 1973, a 7,570 square foot rectory was also built onsite as a separate building.

In 2001 when the Narthex was being added, a PUD was completed to allow two buildings on one zoning lot. One variation was also approved:

1. A variation from Chapter 28, Section 5.3-4, Required Minimum Yards, to allow a reduction to the minimum side yard setback along the south property line from 50 to 34 feet.

On December 2, 2013, St. Edna Catholic Church received another approval from the Village Board to amend their existing PUD. The PUD amendment included the addition of a 10,800 sf Parish Center, the remodeling of the existing Doherty Center, the remodeling of the existing lower level Hurley Center, a revised northeast parking area, a revised northeast detention area, and a new southwest detention area. One variation was also approved:

1. A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow the reduction to the minimum of required parking stalls from 590 to 362 spaces or a reduction of 228 spaces.

JAEGER NICKOLA KUHLMAN & ASSOCIATES, LTD., ARCHITECTS
350 S. Northwest Highway, Suite 106, Park Ridge, Illinois 60068
Ph: 847.692.6166 www.jnka-architects.com Fax: 847.692.2002

In September of 2013, the existing Rectory was demolished to prepare for the construction of the new Parish Center. The approved PUD Parish Center and site work were scheduled to begin construction in the Spring of 2014. Since funding was not available, the project did not move forward. In 2015, the Parish took a second look at the approved plan and modifications were made. St. Edna is now seeking an amendment to their existing PUD based on these modifications.

Building Project Overview

The Revised Site plan which St. Edna is requesting approval includes an enlarged Parish Life Center, an enlarged northeast parking lot, the remodeling of the main level of the Doherty Center and the lower level of the Hurley Center, a revised northeast detention area and a new southwest detention area. Phase 1 of this revised Master Plan would include the addition of the 13,490 square foot Parish Center and the revised parking and detention. The remodeling of the existing building would occur when funding is available.

Site

In 2001 as a part of the narthex addition, the existing parking lot was enlarged and updated with landscaping and lighting. Currently there are 339 parking spaces on the main lot and 17 additional parking spaces in a small northeast lot. The 2013 approved PUD enlarged the northeast lot to 25 spaces. The site plan that is being proposed now will further enlarge the northeast parking lot to 45 spaces including a total of 378 parking spaces. A new variance will be requested from Chapter 28, Section 11.4, Schedule of Required Parking, to allow the reduction to the minimum of required parking stalls from 629 to 377 spaces or a reduction of 252 spaces.

There are 11 existing accessible spaces within the existing parking lot (8 are required). Since 6 of these spaces are in close proximity to the new Parish Center entrance, additional accessible spaces have not been provided in the new parking area. All requirements of the Illinois Accessibility Code will be met in the new parking lot.

The new parking lot will also comply with all the Village of Arlington Heights requirements for lighting and landscaping. The new light fixtures will comply with all Village of Arlington Heights foot candles requirements.

There is one existing detention area on site in the northeast corner of the lot. This detention area will be modified to accommodate new storm water requirements for the proposed buildings and parking addition. Given the additional impervious area and the new MWRD requirements, a new detention area in the southwest corner of the lot will also be created to accommodate the additional storm water.

As shown in the landscaping plan, the new Parish Center will be amply landscaped.

Parish Center

The new Parish Center will be used for all large scale Parish functions that are social in nature such as the Appreciation Dinner, Concerts, Theater Presentations, Movie Night, Pancake Breakfast, Youth Ministry, Fashion Shows, Puppet Ministry, Athletic Functions (Basketball, Volleyball, Badminton, etc.) St. Edna will not rent out any facilities while Mass is going on in the Church. The Parish Center will be supported by a stage, appropriate storage space for theater and athletic functions, and a stage lift to maintain accessibility. A future exterior patio is also planned. To limit the impact on the neighbors, the patio will be located just south of the proposed building between the existing and proposed building.

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The Parish Center will also be supported by its own accessible toilet facilities, a kitchen, and mechanical space.

The kitchen will be designed to comply with all Village of Arlington Heights requirements.

The proposed Parish Center will be a precast building designed to blend with both the 1967 construction and the 1991 addition. The west façade ties in with the existing Church and Doherty Center utilizing the dark brick, flat roof, and large white fascia. The larger volume continues the dark thin brick to a height of 12'-2." Above the thin brick is a painted buff color finish designed to blend with the existing Hurley Center (and the former Rectory). The top of the faux gable of the Parish Center is 36'-0" AFF. The height to the top of the parapet is 31'-0". **The height from average grade at the front of the building to the top of the roof is 29'-10".** Because of the grade on the north of the building, the height of the Parish Center only appears to be 28'-0". This height is further reduced on the east by the reduced height of the stage volume. A link will connect the new Parish Center to the existing Hurley Center. The existing Hurley Center Kalwall roof will be removed and replaced with a new hip roof.

Two canopies have been created: One which marks the entrance into the Parish Life Center and one which marks the main entrance of the Parish facilities.

The new Parish Center will comply with all referenced building codes in the Arlington Heights Municipal Code including all requirements of the Illinois Accessibility Code. See Site plan for list of building codes. Fire sprinklers will be provided throughout the new addition, as well as fire alarm notification. Fire alarm design drawings have been included as a part of the submittal.

Phasing

In order for the Parish to be able to maintain all their functions throughout the implementation of the Master Plan, the Parish Center needs to be constructed first. Construction for the Parish Center is set to begin in April of 2018 with a completion date of January 2019. During the construction of the Parish Center, the large functions will continue to inhabit the Doherty Center. After the Parish Center is complete and funding is available, the Doherty Center will be remodeled into new meeting room space. No funds have been raised for this remodeling work at this time. The remaining phase of the project includes the remodeling of the lower level of the Hurley Center into the new Youth Center and storage spaces.

St. Edna General Information

Congregation: 2,928 families (approximately 8,994 persons)

<i>Business Office:</i>	Monday through Thursdays	8:30 am - 8:00 pm
	Friday	8:30 am - 5:00 pm
	Saturday	9:00 am – 5:00 pm
	Sundays	9:00 am - 1:00 pm

Employees: 15 employees (full-time and part-time)
2 Priests

<i>Mass Schedule:</i>	Monday through Friday	6:45 am; 8:00 am
	Saturday	5:00 pm
	Sunday	7:30am; 9:30 am; 11:30 am; and 5:30 pm

(Total weekly Sat. pm/ Sunday Mass attendance = 1,900 average)

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At the time of the last renovation the church had 7:00, 8:15, 9:30, 11:00 and 12:30 Masses on Sunday. After the last renovation, the church changed their schedule to allow two hours between each service. This eliminated any overlap in the parking lot. The church still utilizes police officers to direct traffic at all Sunday morning services.

Religious Education:

St. Edna does not have a school or a day care center and has no plans to offer either in the future. They only have religious education classes and sacramental preparation classes as listed following.

Kindergarten through Grade 6 (25 classes/ year— 1/ week)

Tuesdays 6:00 pm - 7:15 pm (Grades K-7)

Wednesdays 4:30 pm – 5:45 pm (Grades 2-3)

Children in Kindergarten through Junior High attend one religious education class per week, approximately three times per month, September through March.

Grades 8 – 10 - Confirmation Preparation (24 classes over 2 years- Dates vary)

Sundays 4:00 pm - 5:15 pm

In addition to parish lay leadership groups (i.e. Pastoral Council, Stewardship Council, Finance Board), St. Edna has many groups in the Ministries of Social Outreach, Bereavement, Music/Liturgy, Family Life Social Life, Adult Formation/Spirituality, Stewardship, Separated & Divorced, AA/AI-Anon. Most groups meet once a month, a few on a weekly basis. Meeting times vary – mornings, afternoons, evenings – with an average attendance range from 6 to 20 people. Many groups do not meet for the 2 – 3 months during the summer.



Date: September 25, 2017

To: Village of Arlington Heights,
33 South Arlington Heights Road
Arlington Heights, IL 60005

From: Susan Maish
Jaeger Nickola Kuhlman and Associates
350 South Northwest Hwy, Suite 106
Park Ridge, IL 60068

Re: St. Edna Catholic Church
2525 N. Arlington Heights Road
Arlington Heights, Illinois 60004

Subject: **Revised Variances Requested- St. Edna Catholic Church**

Requested Variances

As a part of this building project, the church is requesting one variance:

1) A variance to Section 28-11 Off Street Parking and the number of parking spaces required. The chart below indicates the parking requirement. The highlighted items indicate the items that have been modified from the approved 2013 PUD.

PROPOSED REVISED SITE PLAN

		SF	Occ. Req'd	Occ.	Requirement	# of Spaces Req'd
Church	Nave			995	1 space/ 5 seats	199
	Choir			35	1 space/ 5 seats	7
	Narthex			130	1 space/ 5 seats	26
	Community Room	990	15 sf/p	66	30% of Occupancy	20
Doherty	Nursery/Multi-Purpose	5835	15 sf/p	389	30% of Occupancy	117
Hurley	Existing Office Area	3750			1 space of 300 sf	13
	Offices	735			1 space of 300 sf	3
	Meeting Rooms	2020	15 sf/p	135	30% of Occupancy	40
	Youth Room	2138	15 sf/p	143	30% of Occupancy	43
Parish Center	Multi-Purpose Rooms (Main Space)	6540	15 sf/p	436	30% of Occupancy	131
	Multi-Purpose Rooms (Stage)	1475	15 sf/p	98	30% of Occupancy	30
TOTAL REQUIRED						629
Parking Provided						377
Variance Required						252

The variance should be granted to St. Edna for the following reasons:

- 1) Unlike office buildings where full occupancy is desired, when a church service is ongoing, the remaining portions of the building are not at full capacity. Christian Education is not held during the church services, but held on week nights as outlined in the St. Edna Narrative. Bible class is not held during a church service.

As required by the Village ordinance, the chart assumes full occupancy in each of the occupiable rooms within the entire facility. This will not occur.

St. Edna will also not run two large scale activities simultaneously. All large scale functions such as parish dinners, pancake breakfasts, theater performances, concerts would not be held simultaneously with a church service. These functions are for the parishioners and would be attended by those within the church service. As indicated in the cover letter, the new Parish Center will be used for church functions only and will not be rented out while a church service is ongoing.

- 2) The church is not increasing their programming as a result of this addition. The purpose of this addition is to create a space for their large scale functions. The Doherty Center currently must be used for small meetings as well as large scale functions. There is continual set up that needs to occur. The proposed Parish Center will allow the existing Doherty Center to be remodeled into permanent meeting space. All large scale functions would occur in the new Parish Center.
- 3) The quality of their neighboring properties would be greatly changed by the introduction of significantly more parking spaces. The surrounding north and east neighbors currently enjoy a park like atmosphere due to the maintained green space. We believe the current configuration with the proposed parking and landscaping maintains this environment.

EDWARD J. MOLLOY & ASSOCIATES, LTD.

LAND & CONSTRUCTION SURVEYORS

1236 MARK STREET, BENSENVILLE, ILLINOIS 60106 (630) 595-2600 Fax (630) 595-4700
e-mail: tmolloy@ejmolloy.com

PLAT OF SURVEY

OF

THE NORTH 500 FEET OF THE SOUTH 1938 FEET (EXCEPT THE WEST 49.5 FEET AND THE EAST 522.72 FEET THEREOF) OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 17, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

TOTAL AREA OF TRACT SURVEYED: 370,120 SQ. FT. OR 8.50 ACRES

LEGEND:

- | | |
|------------------------------|---------------------------|
| Manhole | Telephone Pedestal |
| Sanitary Manhole | Cable Television Pedestal |
| Storm Manhole | Gas Valve |
| Storm Catch Basin/Inlet | Underground Water Lines |
| Flared End Section | Per Paint Markings |
| Fire Hydrant w/B-Box | Underground Gas Lines |
| Water Valve Vault | Per Paint Markings |
| Light Pole | Depressed Curb |
| Lamp | Back of Curb Elevation |
| Traffic Sign | Gutter Elevation |
| Utility Pole W/Overhead Wire | Hard Surface Elevation |
| Concrete Filled Post | Ground Elevation |

HARRY J. ECKHARDT'S ARLINGTON ACRES

REC. JUNE 8, 1945 AS DOC. NO. 13525064

CHapel Hill SUBDIVISION

REC. JUNE 6, 1987

PORTER'S RESUBDIVISION OF ECKHART'S ARLINGTON ACRES

REC. AUG. 19, 1977 AS DOC. NO. 24066178

MANHOLE LEGEND

WW #1 R= 692.20	SAN #20 R= 694.74 = 690.80 6" PVC E. & W. S.
CBN #2 R= 692.14 = 689.44 12" RCP E.	CBN #23 R= 694.26 = 691.86 12" RCP NW = 691.86 6" PVC SE = 691.76 10" PVC SW
INL #3 R= 692.47 = FILLED WITH WATER	SAN #25 R= 693.87 = 687.87 10" VCP N. & W.
INL #4 R= 693.18 = 688.65 12" RCP W. = 688.55 12" RCP E.	CBN #26 R= 692.73 = 690.98 12" RCP N. = 690.91 12" RCP E. = 690.88 12" RCP SW.
CBN #5 R= 692.33 = 689.83 12" RCP W.	SAN #27 R= 693.14 = 686.94 10" VCP E. & W.
CBN #6 R= 693.98 = 689.96 12" RCP W. = 689.25 12" RCP E. = 689.36 12" RCP SW.	CBN #28 R= 693.01 = 691.79 4" PVC E.
CBN #7 R= 693.18 = 689.33 12" RCP W. = 689.45 15" RCP E.	CBN #29 R= 692.86 = 691.16 4" PVC W. = 691.11 10" RCP S.
SAN #8 R= 692.41	SAN #30 R= 692.67 = 692.47 4" PVC N. = 682.34 12" DIP E. & W.
WW #9 R= 692.74 = 682.34 12" DIP E. & W.	CBN #31 R= 692.97 = 691.79 4" PVC E.
MH #10 R= 693.86	CBN #32 R= 692.07 = 684.67 36" RCP NW. = 685.86 18" RCP N. = 684.64 54" RCP S.
STM #11 R= 694.06 = 684.67 36" RCP NW. = 685.86 18" RCP N. = 684.64 54" RCP S.	INL #12 R= 693.09 = 689.79 12" RCP E.
INL #12 R= 693.09 = 689.79 12" RCP E.	CBN #13 R= 691.78 = 689.00 12" RCP E. = 689.98 12" RCP SW.
CBN #13 R= 691.78 = 689.00 12" RCP E. = 689.98 12" RCP SW.	CBN #14 R= 693.27 = 690.73 4" PVC E. = 689.22 10" RCP S.
CBN #14 R= 693.27 = 690.73 4" PVC E. = 689.22 10" RCP S.	STM #15 R= 692.67 = 687.67 15" RCP N. = 687.62 15" RCP E. = 687.68 6" PVC S.
STM #15 R= 692.67 = 687.67 15" RCP N. = 687.62 15" RCP E. = 687.68 6" PVC S.	STM #16 R= 692.50 = 688.57 6" PVC N. = 688.09 6" PVC SE.
STM #16 R= 692.50 = 688.57 6" PVC N. = 688.09 6" PVC SE.	SAN #17 R= 695.39 = 686.49 8" PVC N.
SAN #17 R= 695.39 = 686.49 8" PVC N.	MH #18 R= 695.03 = FILLED WITH WATER
MH #18 R= 695.03 = FILLED WITH WATER	WW #19 R= 693.39 = 690.74 N. & S.
WW #19 R= 693.39 = 690.74 N. & S.	

DRAFTED BY: BLJ
ORDER NO.: 120111.1
FILE: 17-42-11
PROJECT NO.: 1223

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
FIELD WORK COMPLETED: JUNE 21, 2012

STATE OF ILLINOIS } SS
COUNTY OF DUPage }
I, THOMAS A. MOLLOY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR AND MANAGING AGENT OF EDWARD J. MOLLOY AND ASSOCIATES, LTD., HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE UNDER MY DIRECTION OF THE PROPERTY LEGALLY DESCRIBED HEREON AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

SIGNED AT BENSENVILLE, ILLINOIS THIS 26TH DAY OF JUNE, A.D. 2012

EDWARD J. MOLLOY AND ASSOCIATES, LTD.
AN ILLINOIS PROFESSIONAL DESIGN FIRM - LICENSE NO. 184-002910

THOMAS A. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35409
(EXPIRES NOVEMBER 30, 2012 AND IS RENEWABLE)
MANAGING AGENT, ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-002910
(EXPIRES APRIL 30, 2013 AND IS RENEWABLE)

VALID ONLY WITH EMBOSSED SEAL

1. The Location of Existing Underground Utilities, Such As Watermain, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and is Given For The Convenience Of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. The Engineer Immediately After Surface And/or Subsurface Features Are Different Than Shown On The Drawings.
2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The Village of Arlington Heights A Minimum of 48 Hours In Advance of Performing Any Work.
4. All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Herein Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is incumbent upon Contractor to Show That Disturbed Areas Were Not Disturbed By Construction Operations.
5. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. The Engineer Is Furnishing these Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User of These Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plans and Confirm To Show That All Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which May Include All State Agencies, Including But Not Limited To, Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and Watermain and Valve and Appurtenance Locations.
9. The Illinois Department of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

1. All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
2. Keep All Village Streets Free and Clear of Construction Related Dirt/Dust/Debris.
3. Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
4. Coordinate Removal of Overhead Wires And Utility Poles With Authorities Having Jurisdiction And Respective Utility Providers.
5. The Existing Building is to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall Be Coordinated Prior to the Commencement of Construction Operations.
6. All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shall be Approximate and May be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Retain a Minimum Amount Necessary for Installation of Proposed Improvements.
7. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
8. All Light Poles to Be Removed From Private Property Shall Be Removed in Their Entirety, Including Base and All Appendages. Coordinate Abandonment of Electrical Lines with the Electrical Engineer and Owner Prior to Demolition.
9. Perform Tree Pruning In All Locations Where Proposed Demolition And/Or Utility Installation Encroach Within The Existing Dip Line Of Trees To Remain. All Trenching Within The Dip Line Of Existing Trees To Remain Shall Be Done Radially Away From Trunk If Trunks In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Reverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.
10. Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed in Their Entirety and Shall Be Ground to Proposed Subgrade Use As Much for Proposed Landscaping Where Applicable and Acceptable to Architect.
11. Provide Tree Protection Fencing Prior To Construction Operations. Maintain Throughout Construction.

1. All Dimensions Contained Herein Reference Back of Curb, Face of Retaining Wall, Edge Of Pavement, Center of Structure or Outside Face of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-B) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.

1. Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
2. Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
3. Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Soil Utility Shall Be Field Verified Prior To Installation Of Any New Structures Or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
4. Coordinate the Relocation Of Any Utilities Encountered And Replacement of Any Utilities Damaged Within Influence Zone of New Construction. Contact Engineer if the Existing Utilities Vary Appreciably From The Plans.
5. All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' Below Top of Finished Ground Elevation to Top of Main.
6. Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
7. Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
8. Provide Adequate Coupling Device and/or Oversized Concrete Flared-End Section to Accommodate HDPE Storm Sewer.
9. The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

1. All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
2. All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah R4340-B Frame & Grate or Approved Equal. For Concrete Sections Install a Minimum of 4" Grade Rings For Tapsol Respread, For Flat Slab Taps Install the Following Minimum Height of Grade Rings:
 4" Diameter Structure- 4"
 5" Diameter Structure- 6"
 6" Diameter Structure- 8"
3. All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
4. All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works S120 Catch Basin Inlet Frame and Grate, or Approved Equal.
5. Where Structures are Shown Along the Curbside, Unless Specifically Stated Otherwise, it is Intended That the Frame of the Structure is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.
6. All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
7. For All Manhole Structures to Be Adjusted, Install or Remove Adjusting Rings, New Concrete Section or New Barrel Section As Necessary.
8. All Flared End Sections 12" and Larger Shall Include an DOT Standard Grate.
9. All Flared End Sections Shall Be Concrete.
10. All Sanitary Manholes Shall Include a Chimney Seal.

1. The Grading and Construction of Proposed Improvements Shall Be Done in A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
2. All Landscaped Areas Disturbed By Construction Shall Be Reseeded With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Seed Unless Noted Otherwise On The Landscape Drawings.
3. Refer to Architectural Drawings for Locations and Patterns of Erosion and Control Joints in Concrete Pavement and Sidewalks.
4. Accessible Parking Spaces and Loading Spaces Shall Be Sized According to Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slopes Shall Be 4.3%. Contact Engineer if Conflicts Exist.

1. Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
2. Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILRI0 Permit Requirements for Project.
3. Soil Disturbance Shall Be Conducted in Such a Manner as to Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.
4. Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
5. Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Be Permitted For a Period of More Than 14 Calendar Days. Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Permanent Control Measures Shall Be Maintained On A Continuing Basis Until the Site Is Permanently Stabilized And All Inspections Are Complete. Permanent Stabilization Shall Be Completed Within 14 Days after Completion of Final Grading of Soil.
6. All Temporary And Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization is Achieved. All Temporary Measures Are No Longer Needed. Trapped Sediment And Other Disturbed Soil Areas Shall Be Permanently Stabilized.
7. Final Site Stabilization is Defined By The EPA General Permit As Meaning That All Soil Disturbing Activities At The Site Have Been Completed, And That A Uniform Perennial Vegetative Cover Will Be Established Over 70 Percent Of The Cover For Unpaved Areas Not Covered By Permanent Structures Has Been Established Or Equivalent Permanent Stabilization Measures (Such As The Use Of Riprap, Gabions, Or Geotextiles) Have Been Employed.
8. All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, And Otherwise Treated To Remove Sediment. The General Contractor Shall Use "Catch-All" Inlet Protectors (or equal) and Filter Wattles Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal) in Paved Areas To Prevent Siltation.
9. All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, And Otherwise Treated To Remove Sediment. The General Contractor Shall Use and Maintain "Dandy Pop" Inlet Protectors (or equal) and Filter Wattles Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal, such as Pork Chop Sedgiment) in Paved Areas To Prevent Siltation and Discharge into Waterways.
10. All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected In Conformance With All Applicable EPA-NPDES Project II.

Referenced Specifications

- All Construction Shall Be In Accordance With The Applicable Sections Of The Plans, Except As Modified Herein Or On The Plans:
 - Standard Specifications For Road And Bridge Construction (Latest Edition), By The Illinois Department Of Transportation (IDOT SS) For All Improvements
 - Standard Specifications For Sewerage And Sanitary Sewers (Latest Edition), By The Illinois Department Of Transportation (IDOT SS) For All Improvements
 - Standard Specifications For Water And Sewer Main Construction In Illinois, Latest Edition (SSWS) For Sanitary Sewer And Water Main Construction;
 - The City Of Arlington Heights Municipal Code, As Encountered That Conflict With The Metropolitan Water Reclamation District Of Greater Chicago (MWRD) District Of Cook County, Illinois, Shall Control And Govern; And, In The Event Of Conflict Between The Applicable Ordinances Noted, The More Stringent Shall Take Precedence And Shall Control All Construction.
- Notifications**
 - The MWRD Local Sewer Systems Section Field Office Must Be Notified At Least 10 Days Prior To The Commencement Of Any Work (Call 708-586-4055).
 - The Village Of Arlington Heights Engineering Department And Public Must Be Notified At Least 24 Hours Prior To The Start Of Construction And Prior To The Start Of Construction Of Any Work. The Village Shall Determine Any Requirements Requiring Inspection Prior To Start Of Construction Or Each Work Phase.
 - The Contractor Shall Notify All Utility Companies Prior To Beginning Construction For The Exact Locations Of Utilities And For Their Protection During Construction. The Contractor Shall Obtain Written Guidance From The Utility Location With New Construction, Immediately Notify The Engineer So That The Conflict Can Be Resolved. Call J.U.I.L.I.E. At 1-800-892-0723.
- General Notes**
 - All Elevations Shown On Plans Reference The North American Vertical Datum Of 1988.
 - MWRD, The Municipality And The Owner Or Owner's Representative Shall Have The Authority To Inspect, Approve, And Reject The Construction Improvements.
 - The Contractor(s) Shall Indemnify The Owner, Engineer, Municipality, MWRD, And For Information Only And Represent The Best Knowledge Of The Engineer, Or Testing Of This Work On The Project.
 - The Proposed Improvements Must Be Constructed In Accordance With The Engineering Plans As Approved By MWRD And The Municipality Unless Changes Are Approved By MWRD. The Municipality And The Engineer Shall Control The Construction Details, As Presented On The Plans, Must Be Followed. Proper Construction Techniques Must Be Followed On The Improvements Indicated On The Plans.
 - The Location Of Various Underground Utilities Which Are Shown On The Plans Are For Information Only And Represent The Best Knowledge Of The Engineer. Verify Locations And Elevations Prior To Beginning The Construction Operations.
 - Any Existing Pavement, Sidewalk, Driveway, Etc., Damaged During Construction Operations And Not Called For To Be Removed Shall Be Replaced At The Expense Of The Contractor.
 - Material And Compaction Testing Shall Be Performed In Accordance With The Requirements Of The Municipality, MWRD, And Owner.
 - The Underground Contractor Shall Make All Necessary Arrangements To Notify All Inspection Agencies.
 - All New And Existing Utility Structures On Site And In Areas Disturbed During Construction Shall Be Adjusted To Finish Grade Prior To Final Inspection.
 - Record Drawings Shall Be Kept By The Contractor And Submitted To The Engineer As Soon As Construction Prior To Commencement Of Any Complete Final Payments To The Contractor Shall Be Held Until They Are Received. Any Discrepancy In Length, Location Or Alignment Shall Be Shown In Red. All Wyes Or Bends Shall Be Located From The Downstream Manhole. All Valves, B-Boxes, Tees Or Bends Shall Be Tied To A Fire Hydrant.
- Sanitary Sewer**
 - The Contractor Shall Take Measures To Prevent Any Polluted Water, Such As Ground And Surface Water, From Entering The Sanitary Sewer Systems.
 - A Water-Tight Plug Shall Be Installed In The Downstream Sewer Pipe At The Point Where The Sewer Pipe Is Installed. The Plug Shall Be Installed In The Downstream Sewer Pipe At The Point Where The Plug Shall Remain In Place Until Removal Is Authorized By The Municipality And/Or MWRD After The Sewers Have Been Tested And Accepted.
 - Discharging Any Unpolluted Water Into The Sanitary Sewer System For The Purpose Of Flushing Out Lines For The Deflection Test Shall Be Prohibited Without Prior Approval From The Municipality Or MWRD.
 - All Sanitary Sewer Construction Shall Be In Accordance With The Standard Specifications For Water And Sewer Main Construction In Illinois (Latest Edition).
 - All Floor Drains Shall Discharge To The Sanitary Sewer System.
 - All Downspouts And Footing Drains Shall Discharge To The Storm Sewer System.
 - All Sanitary Sewer Pipe Materials And Joints (And Storm Sewer Pipe Materials And Joints In A Combined Sewer Area) Shall Conform To The Following:

Pipe Material	Pipe Specification	Joint Specification
Reinforced Concrete Sewer Pipe	ASTM C-76	ASTM C-443
Polyvinyl Chloride (PVC) Pipe 6-Inch To 15-Inch Diameter, SDR 26	ASTM D-3034	ASTM D-3212
18-Inch To 27-Inch Diameter P/DY46	ASTM F-679	ASTM S-3212
High Density Polyethylene (HDPE)	ASTM D-3350	ASTM D-3251, F-2620 (Heat Fusion)
	ASTM D-3035	F-477 (Gasketed)
 - Water Main Quality PVC

Pipe Size	AWWA C900	ASTM D-3212
4-Inch To 12-Inch	AWWA C900	ASTM D-3212
14-Inch To 48-Inch	AWWA C905	ASTM D-3212
 - All Sanitary Sewer Construction (And Storm Sewer Construction In Combined Sewer Areas), Requires Stone Bedding With Stone 1/4 To 1 In Size, With A Minimum Bedding Thickness Of 6 Inches. The Downstream End Of The Sewer Pipe, But Not Less Than Four (4) Inches Nor More Than Eight (8) Inches, Shall Be 6-Inch Or Larger And Shall Be Extended At Least 12" Above The Top Of The Pipe When Using PVC.
 - "Band Seal" Or Similar Non-shear Flexible-type Couplings Shall Be Used In The Connection Of Sewer Pipes Of Dissimilar Materials.
 - Below The Flood Protection Elevation (FPE = BFE + 2 Feet), All Sanitary Sewer Manholes And Structures Shall Be Provided With Bolted, Watertight Gaskets. Watertight Gaskets Shall Be Provided With A Gasketed Flange And Watertight Gasket With The Word "Sanitary Cast Into The Lid."
 - When Connecting To An Existing Sewer Main By Means Other Than An Existing Wye, Tee, Or An Existing Manhole, One Of The Following Methods Shall Be Used:
 - A Circular Saw-Cut Of Sewer Main By Proper Tools ("Shower-Tap Method")
 - Remove An Entire Section Of Pipe (Breaking Into The Top Of One Manhole)
 - Replace With A Wye Or Tee
 - With A Pipe Cutter, Neatly And Accurately, Cut Out Desired Length Of Pipe For Insertion Of Proper Fitting, Using "Band Seal" Or Similar Couplings To Connect To Existing Sewer Main
 - Whenever A Sanitary/Combined Sewer Crosses Under A Watermain, The Minimum Vertical Distance From The Top Of The Sewer To The Bottom Of The Watermain Shall Be 18 Inches. Furthermore, A Minimum Horizontal Distance Of 1 Feet Shall Be Maintained Between The Sewer And The Watermain. If The Watermain Is Maintained Above The Sewer Is Laid In A Separate Trench, Keeping A Minimum 18" Vertical Separation Between The Sewer And The Watermain. If The Sewer Crosses Above The Watermain, The Sewer Shall Be Constructed To Watermain Standards.
 - Any Existing Septic Systems Shall Be Abandoned. Abandoned Tanks Shall Be Filled With Granular Material Or Removed.
 - All Sanitary Manholes, (And Storm Manholes In Combined Sewer Areas), Shall Have A Minimum Inside Diameter Of 48 Inches, And Shall Be Cast In Place Or Pre-Cast Reinforced Concrete.
 - All Sanitary Manholes, (And Storm Manholes In Combined Sewer Areas), Shall Have Precast Reinforced Concrete Manhole Sections That Conform To ASTM C-993 For All Pipes Connections. Precast sections Shall Consist Of Modified Groove Tongue And Groove Connections.
 - All Abandoned Sanitary Sewers Shall Be Plugged At Both Ends With At Least 2 Feet Long Non-shrink Concrete Or Mortar Plug.
 - Except For Foundation/Footing Drains Provided To Protect Buildings, Or Perforated Pipes Associated With Volume Control Facilities, Drain Tiles/Field Drains, Interceptor Pumps, And Storm Drains Shall Not Be Connected To Any Or Tributary To Combined Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers In Combined Sewer Areas. Construction Of New Facilities Of Storm Drains, Interceptor Pumps, And Storm Drains And Perforated Pipes Encountered Within The Project Area Shall Be Removed Or Removed, And The Storm Drains Shall Be Connected To Storm Sewers, Sanitary Sewers, Or Storm Sewers Tributary To Combined Sewers.

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GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2013

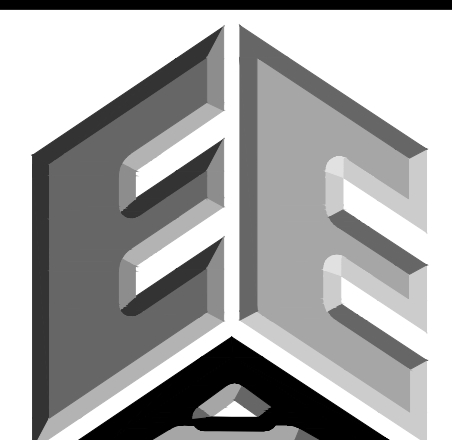
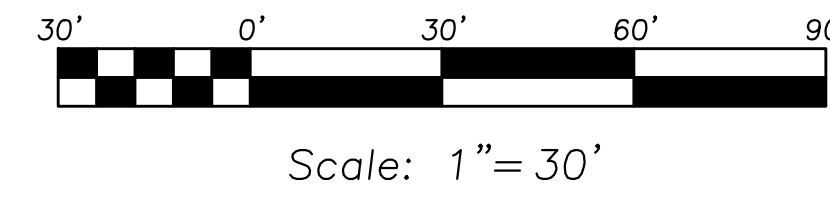
**NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARL.**



JAEGER NICKOLA KUHLMAN
& ASSOCIATES, LTD., ARCHITECTS
350 S. NORTHWEST HIGHWAY, SUITE 106, PARK RIDGE, IL
60068
847.692.6166 Fax 847.692.2002

	ISSUE REVISION	MM.DD.YY
3	PLAN COMMISSION	09.25.17
	PLAN COMMISSION SUBMITTAL	08.18.17
	BID SET	05.01.17
	100% DD	03.01.16
	95% DD	02.23.16
	50% DD	02.09.16

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CHECKED: -		C-1	
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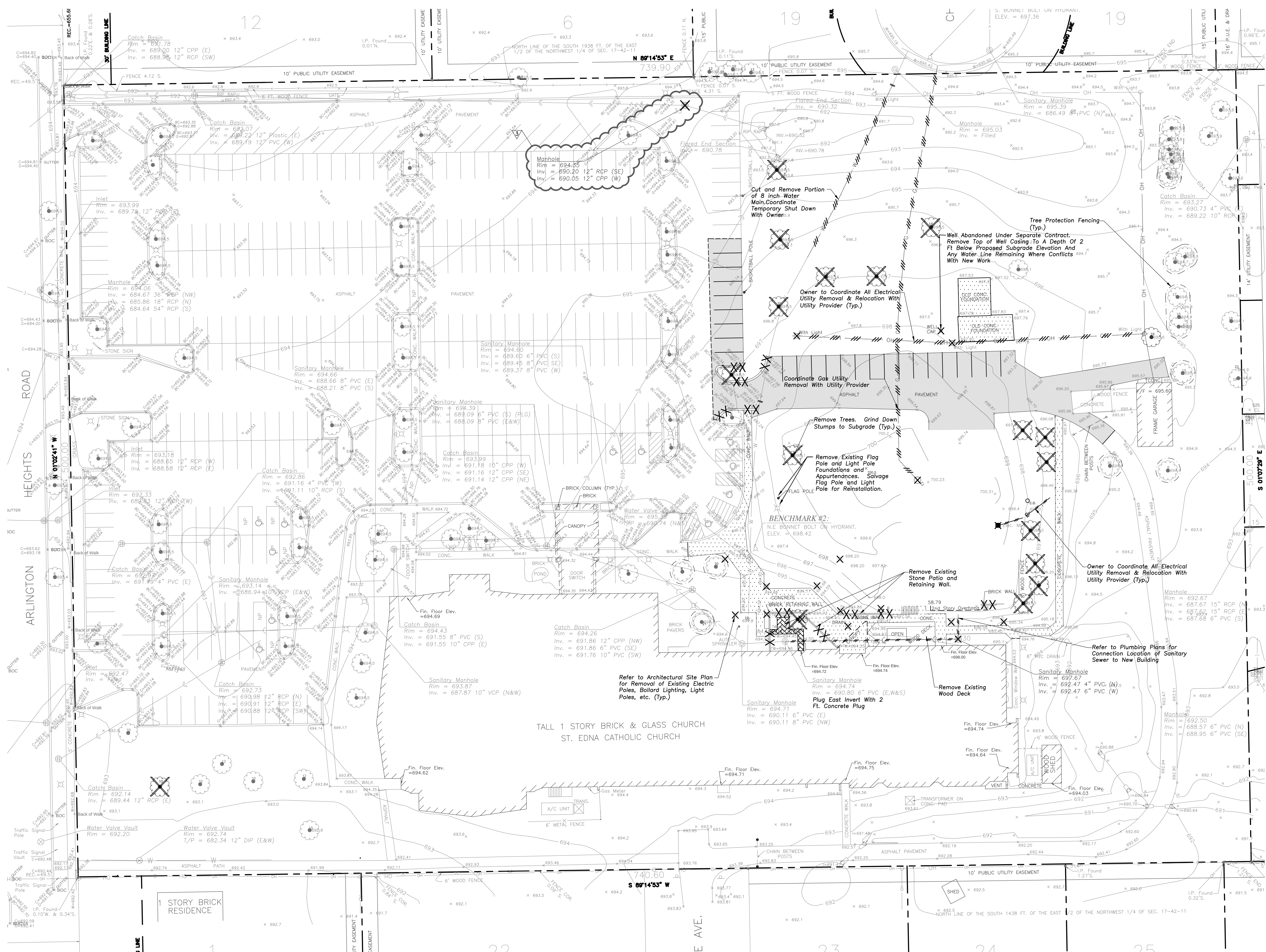


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LEGEND

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NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARLINGTON HEIGHTS, IL 60004



JAEGER NICKOLA KUHLMAN
ASSOCIATES, LTD. ARCHITECTS
330 S. NORTHWEST HIGHWAY, SUITE 106, PARK RIDGE, IL
60068
847.692.6166 Fax 847.692.2002

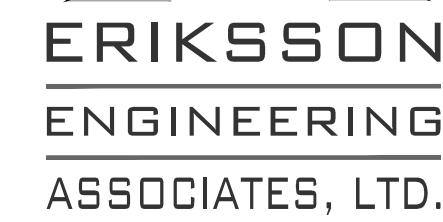
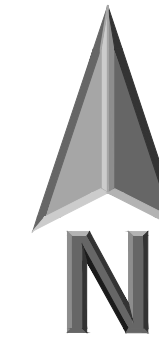
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2	PLAN COMMISSION	08.18.17
3	RD SET	05.01.17
4	100% DD	03.01.16
5	95% DD	02.23.16
6	50% DD	02.09.16

SITE DEMOLITION PLAN		
DRAWN	DATE	05/01/2017
CHECKED		
JOB NUMBER		
1020		

C-2

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

J.U.L.I.E.



LEGEND

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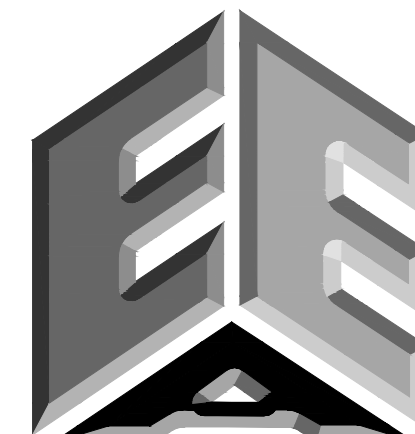


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3	PLAN COMMISSION	09.25.17
	PLAN COMMISSION SUBMITTAL	08.18.17
	BID SET	05.01.17
	100% DD	03.01.16
	95% DD	02.23.16
	50% DD	02.09.16

JOB NUMBER: **C-3**

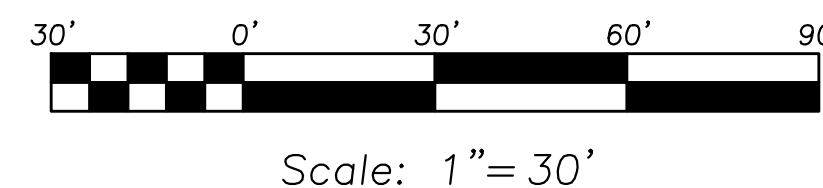
C-3

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Scale: 1" = 30'

LEGEND

EXISTING	PROPOSED

NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARLINGTON HEIGHTS, IL 60004



JAEGER NICKOLA KUHLMAN
ASSOCIATES, LTD., ARCHITECTS
330 S. NORTHWEST HIGHWAY, SUITE 106, PARK RIDGE, IL
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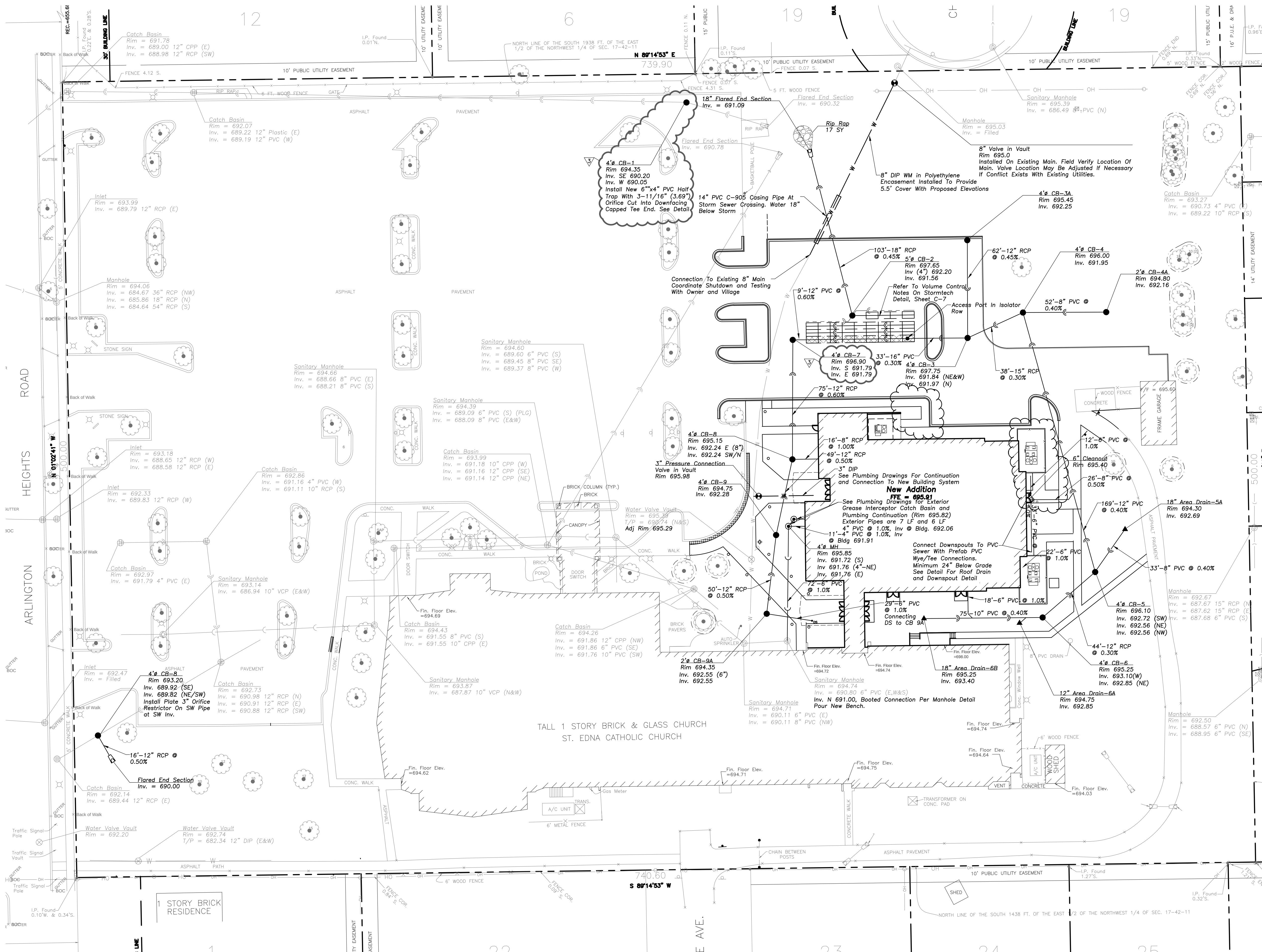
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2	PLAN COMMISSION	08.18.17
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5	95% DD	02.23.16
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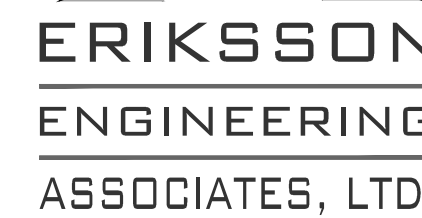
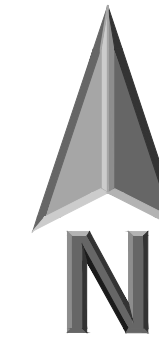
SITE UTILITY PLAN

DRAWN: _____	PLAT DATE: 05/01/2017
CHECKED: _____	
JOB NUMBER: 1020	C-4

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

J.U.L.I.E.





**NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARL**

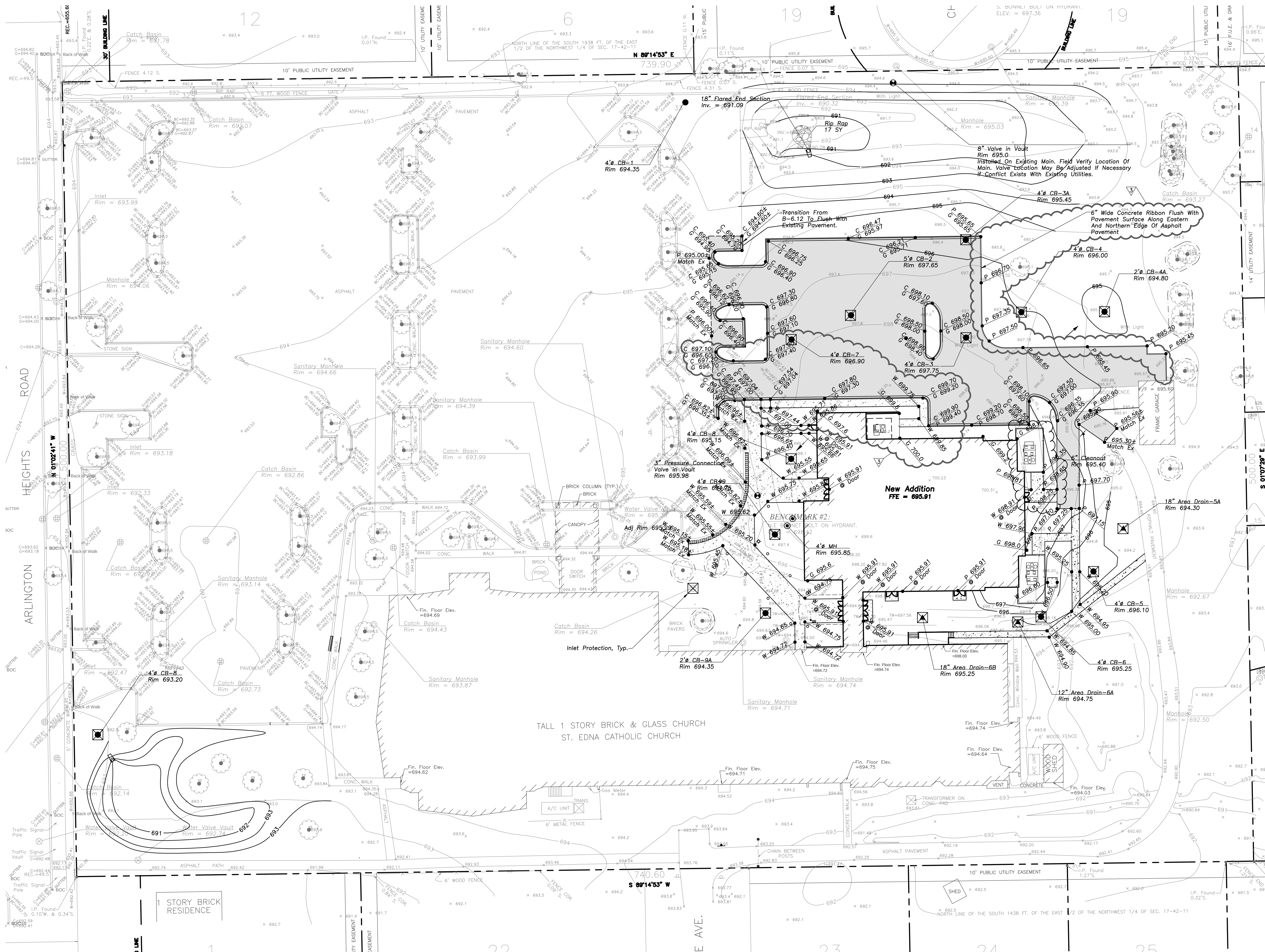


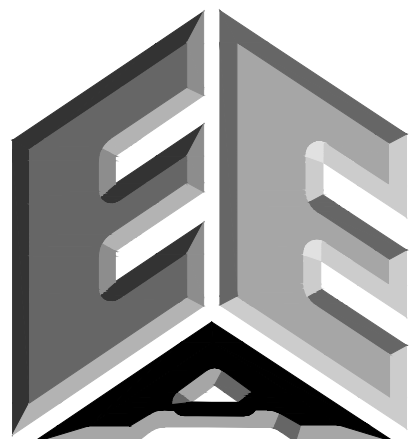
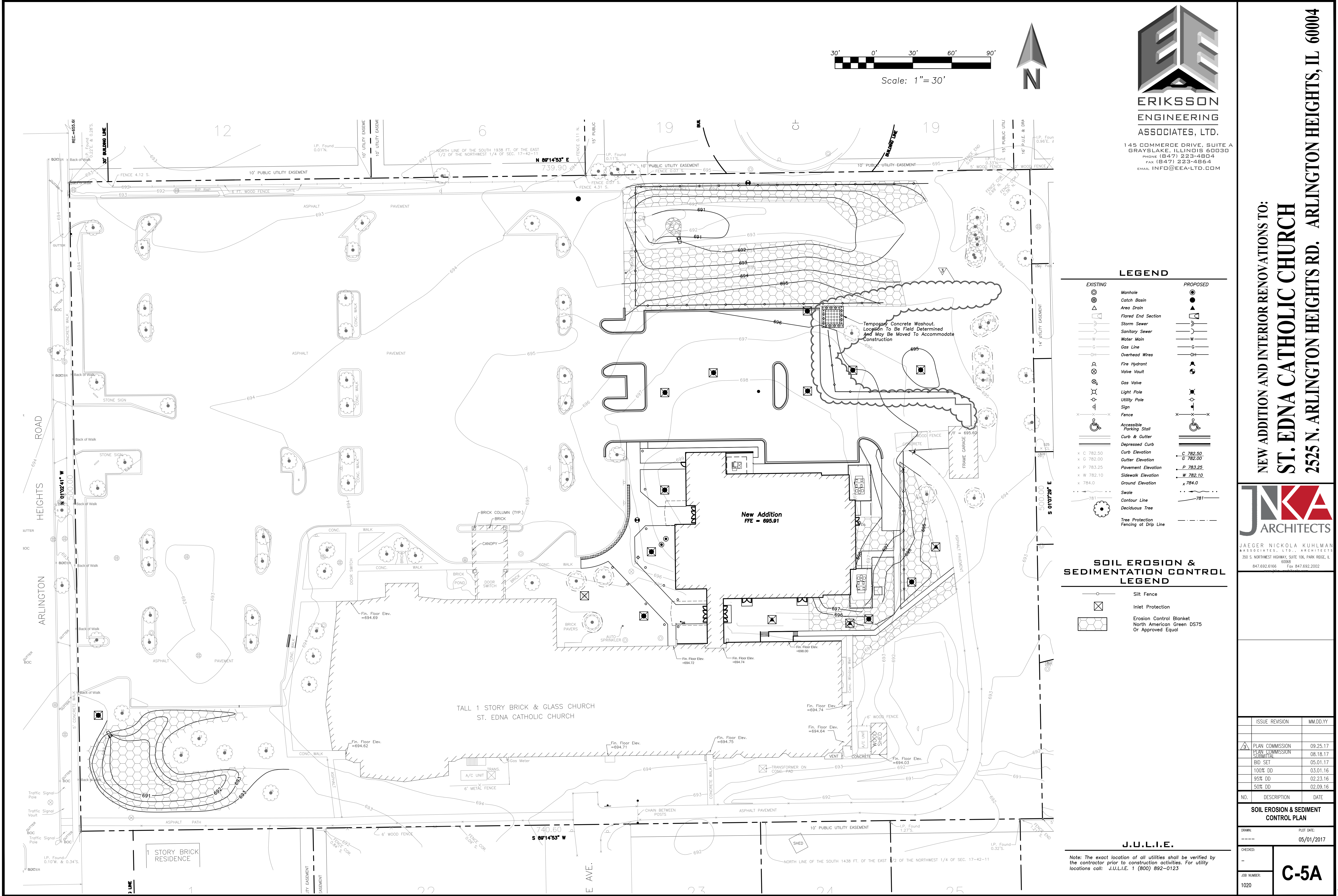
GRADING AND PAVING PLAN

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LEGEND

EXISTING	PROPOSED

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

	Silt Fence
	Inlet Protection
	Erosion Control Blanket North American Green DS75 Or Approved Equal

J.U.L.I.E.

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NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARLINGTON HEIGHTS, IL 60004

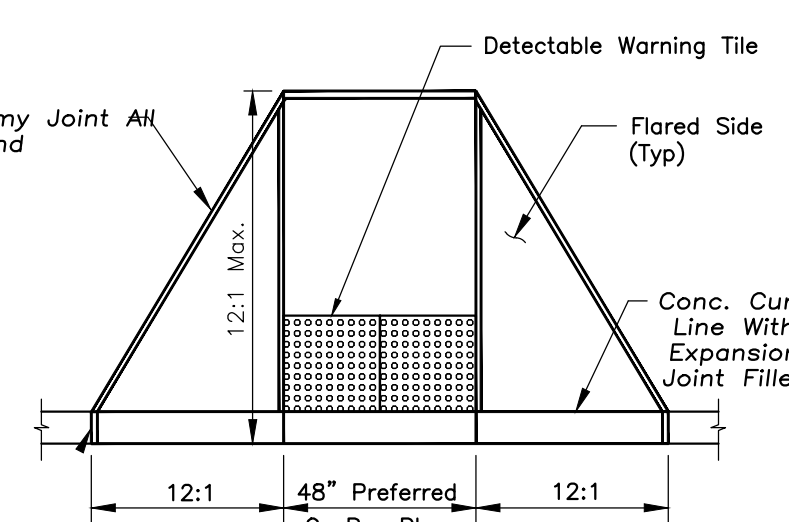
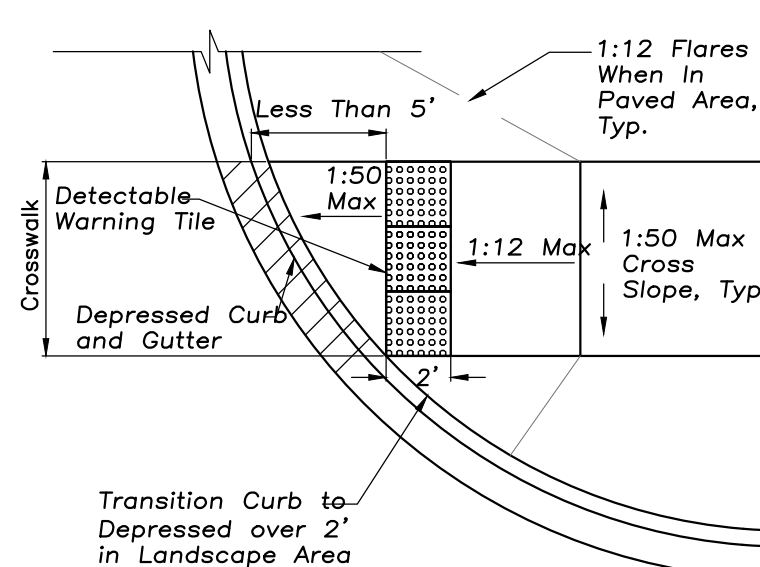
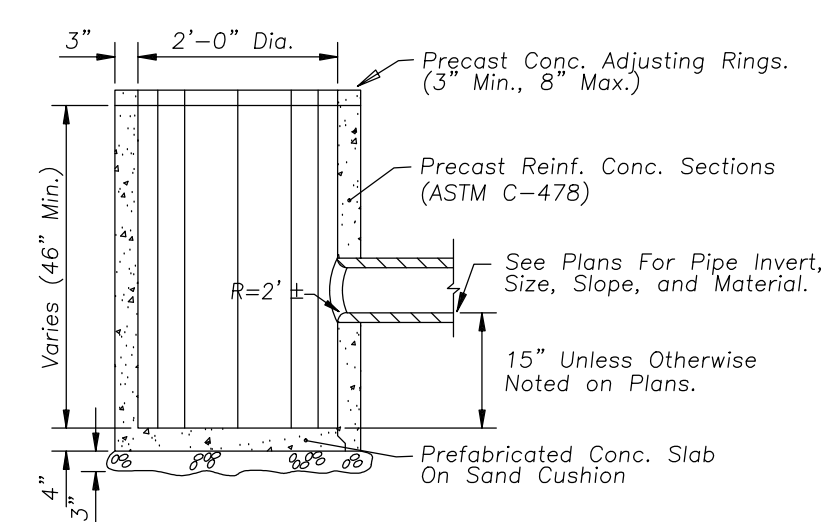
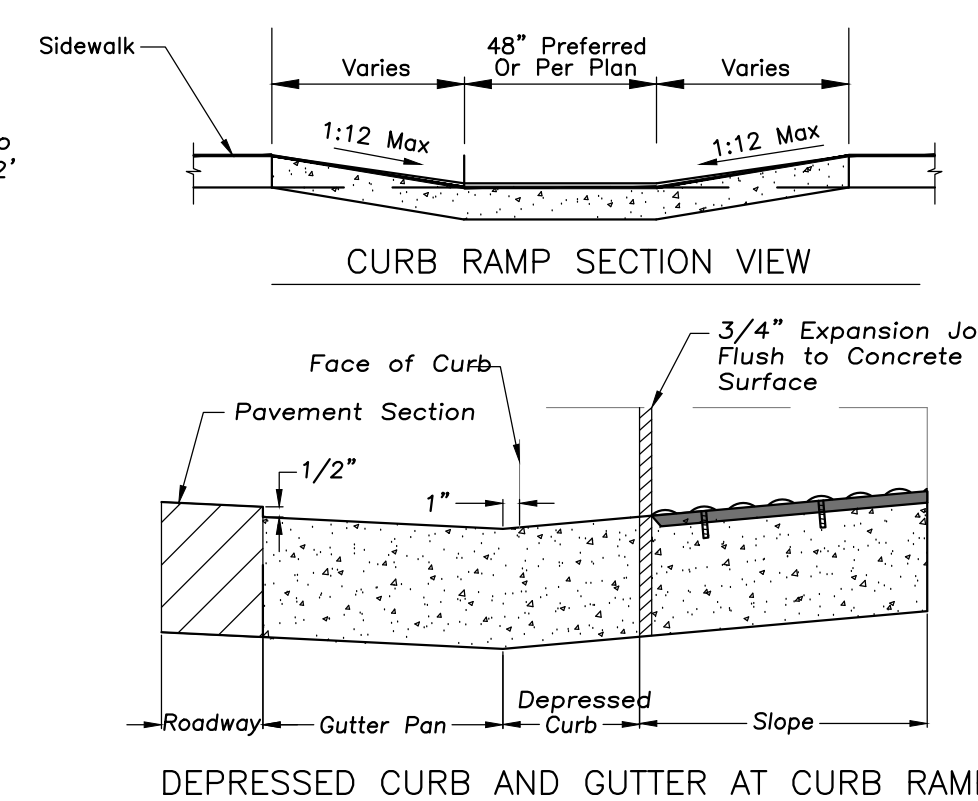
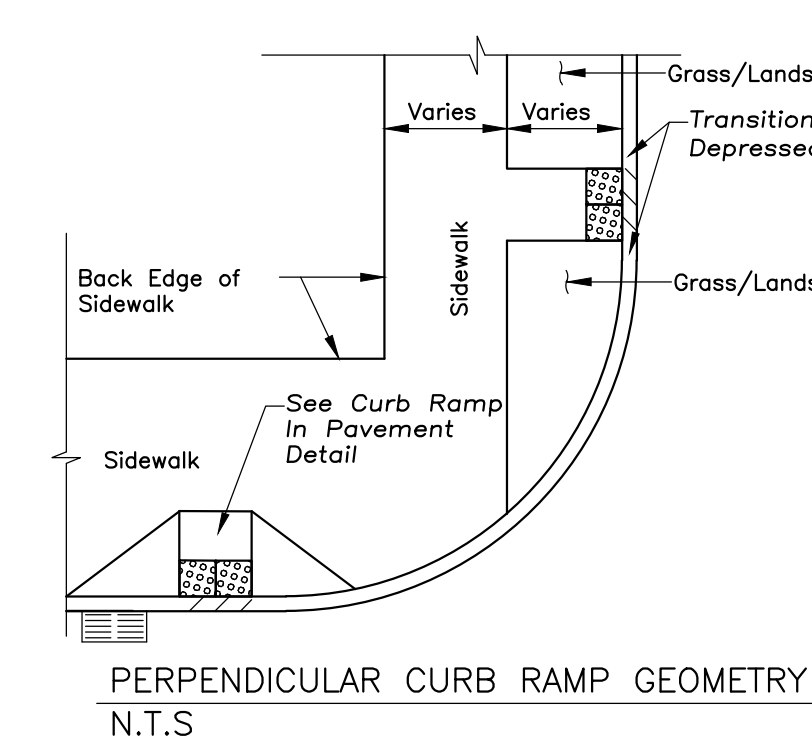
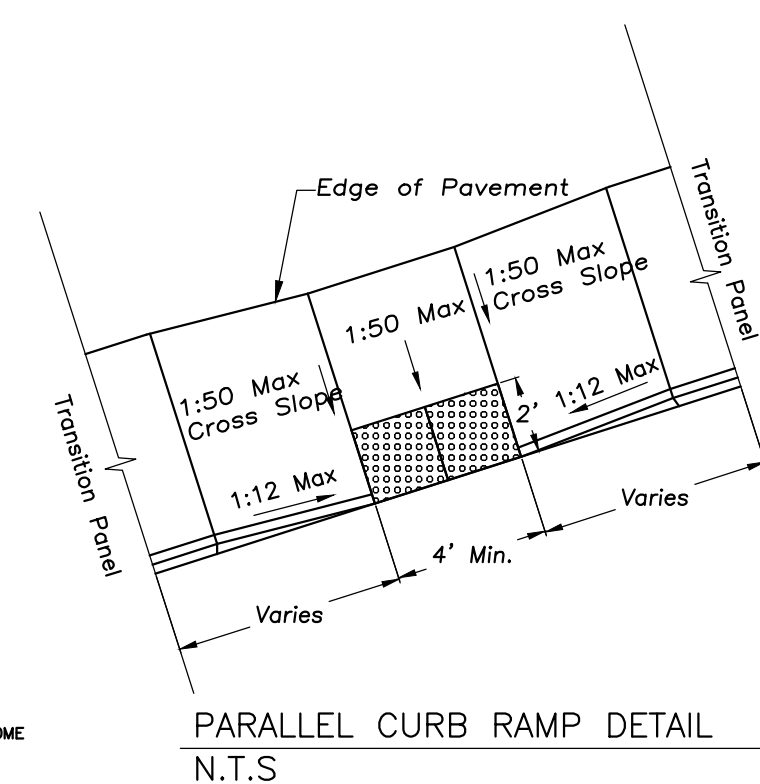
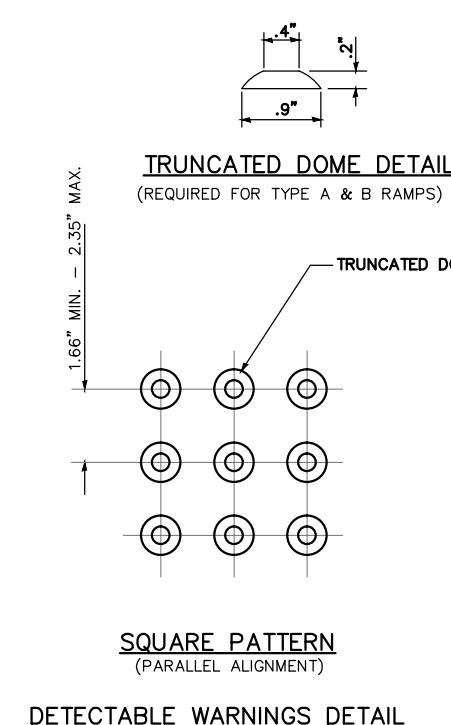
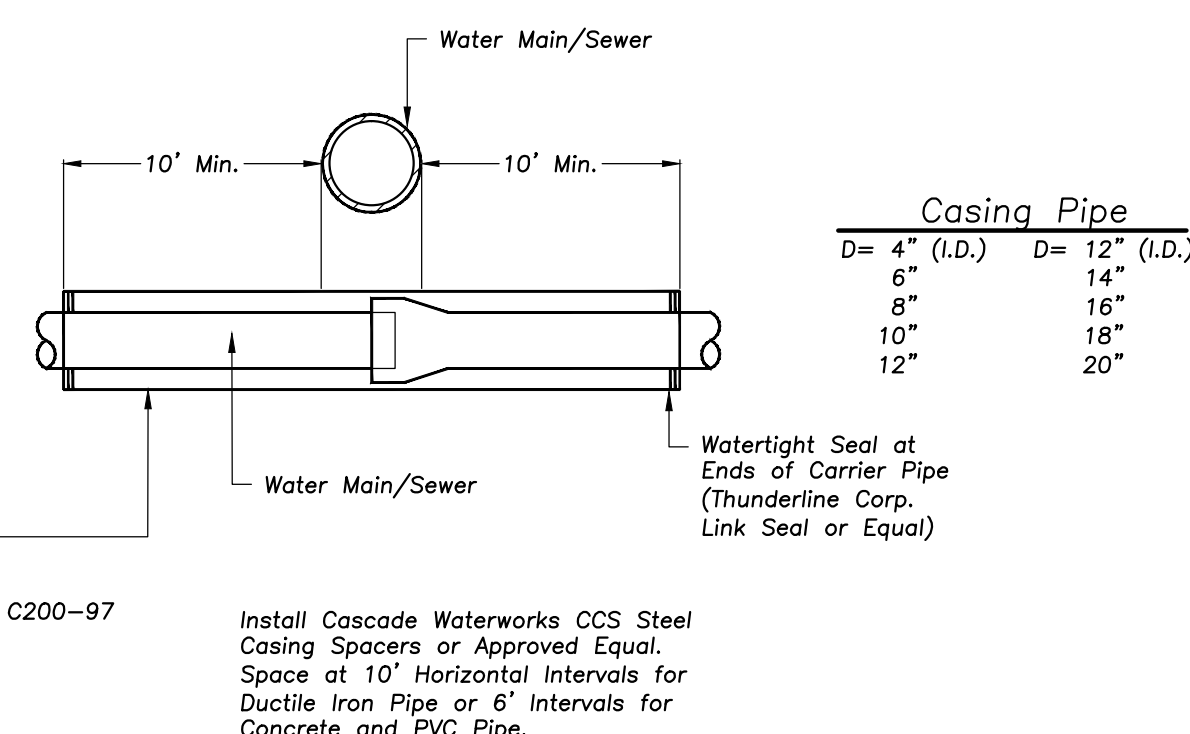
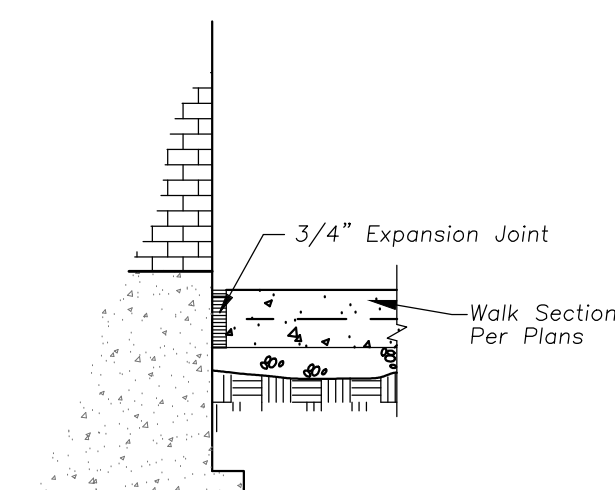
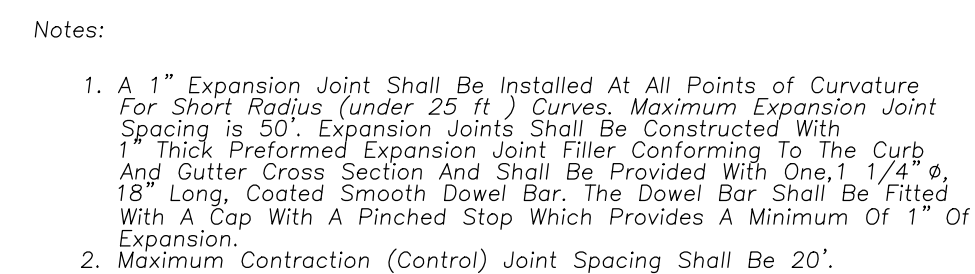
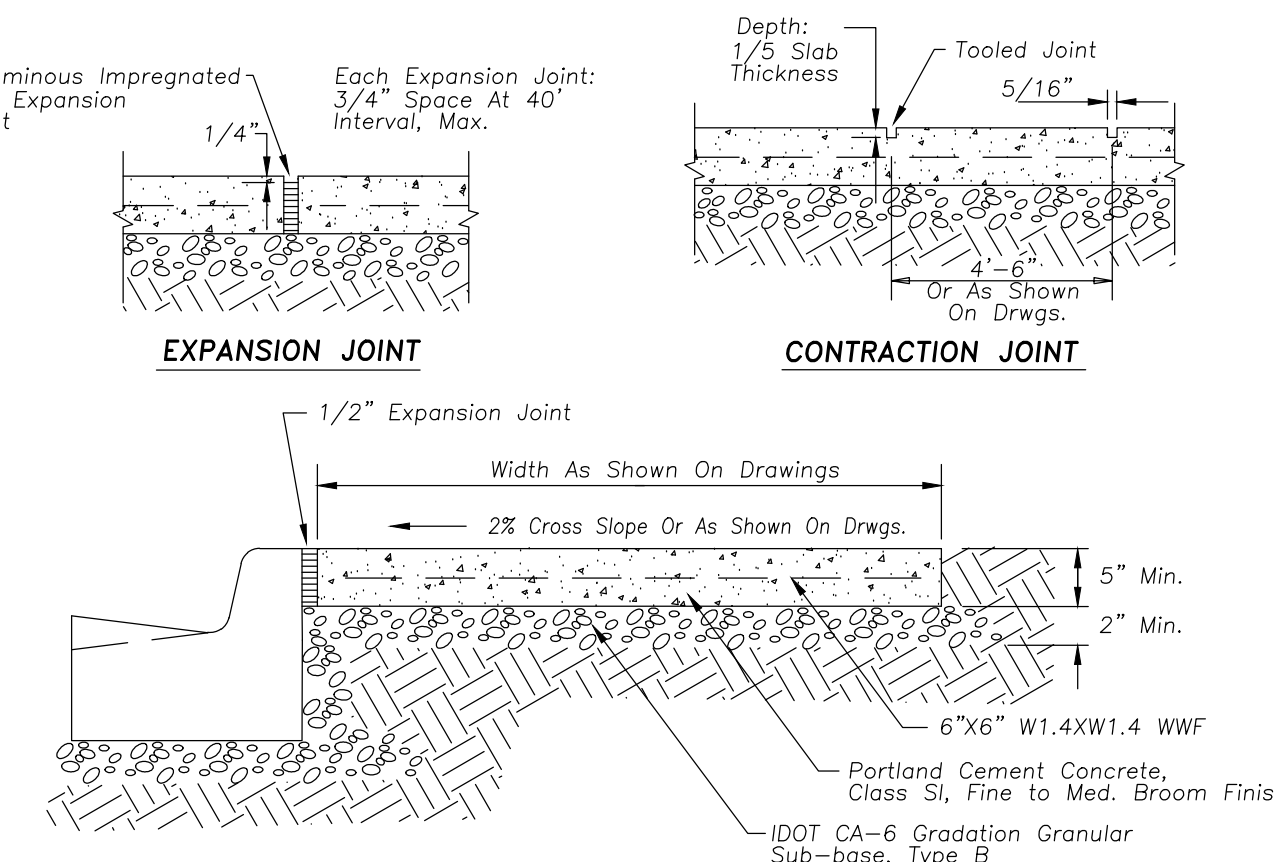
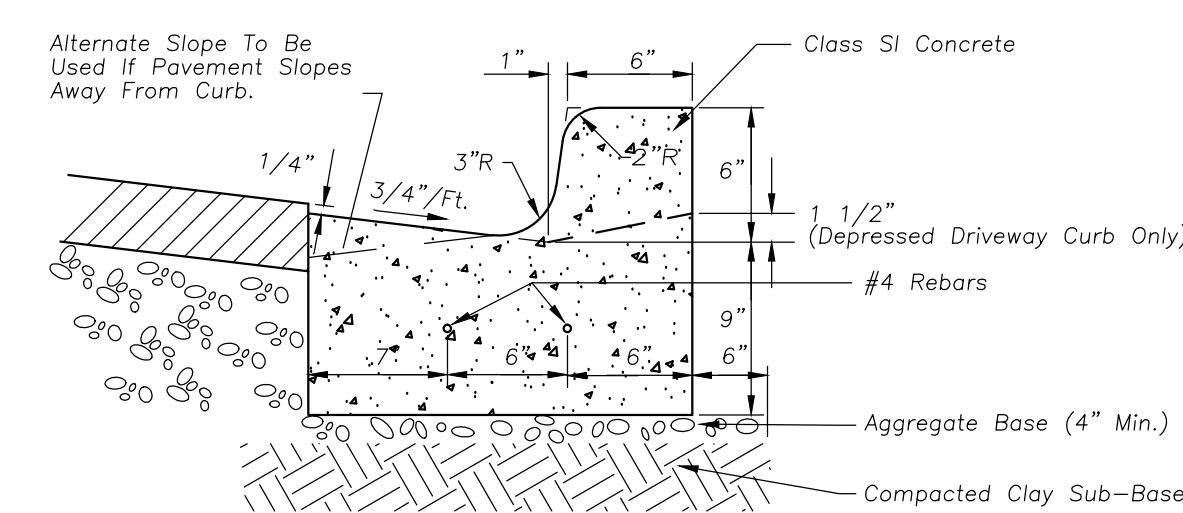
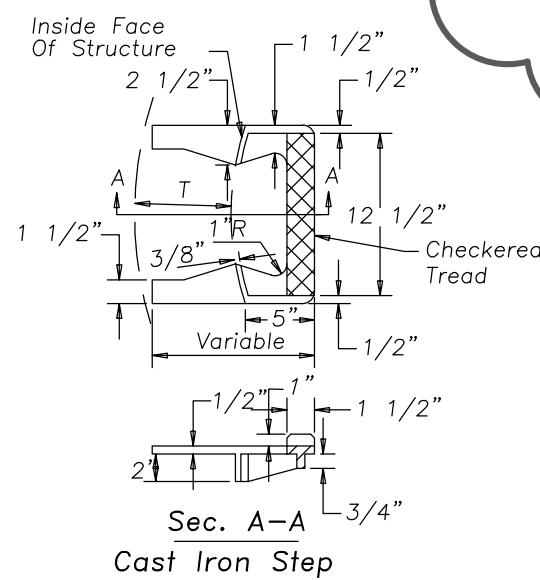
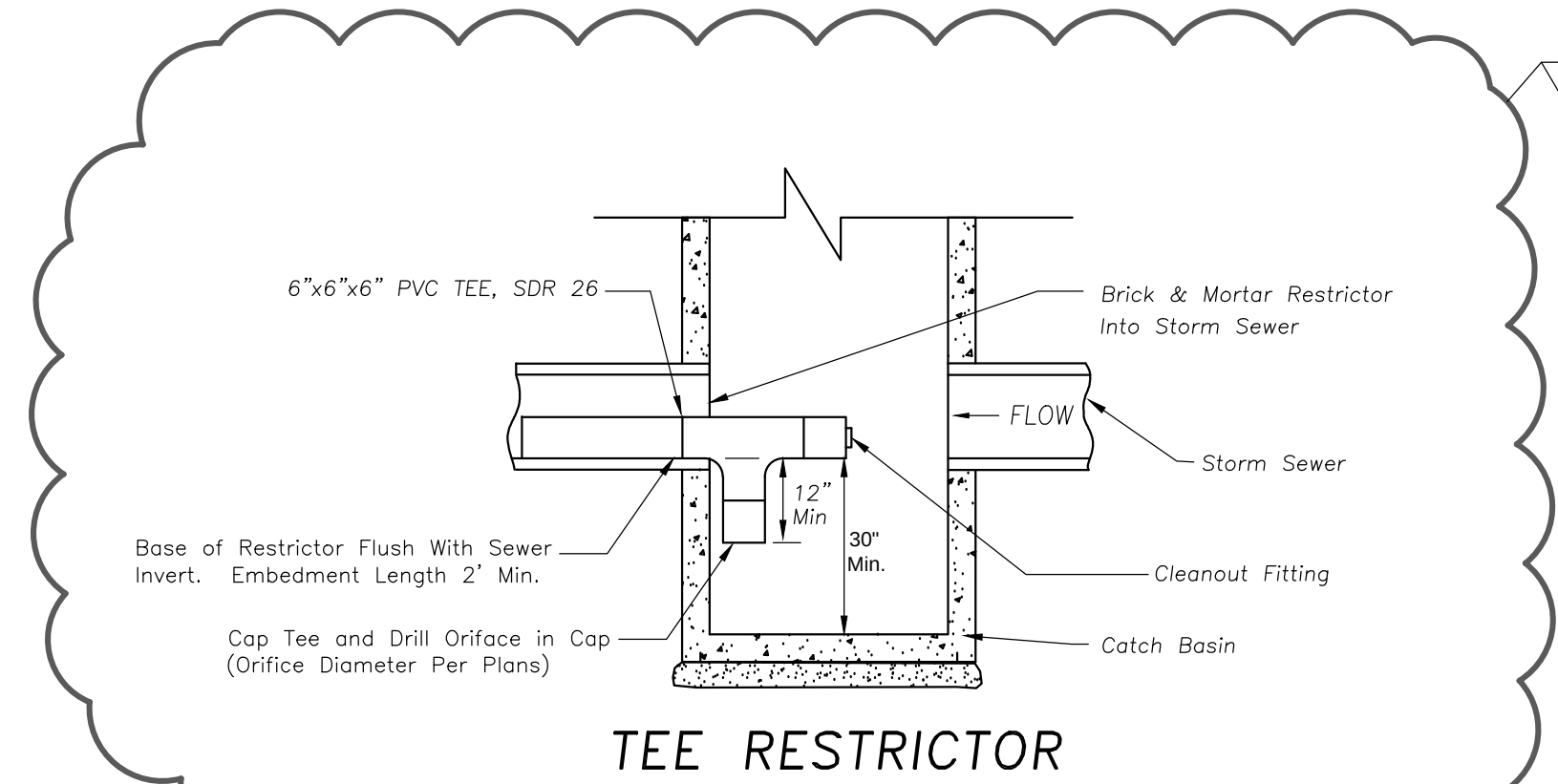


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2	PLAN COMMISSION	08.18.17
3	PERMIT SET	05.01.17
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5	95% DD	02.23.16
6	50% DD	02.09.16

SOIL EROSION & SEDIMENT CONTROL PLAN		
DRAWN:	DATE:	05/01/2017
CHECKED:		
JOB NUMBER:		
1020		

C-5A



**NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARL**



	ISSUE REVISION	MM.DD.YY
3	PLAN COMMISSION PLAN COMMISSION SUBMITTAL	09.25.17 08.18.17
	BID SET	05.01.17
	100% DD	03.01.16
	95% DD	02.23.16
	50% DD	02.09.16
NO.	DESCRIPTION	DATE

SITE DETAILS

DRAWN: _____ PLOT DATE: _____

CHECKED:	
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JOB NUMBER:
1020

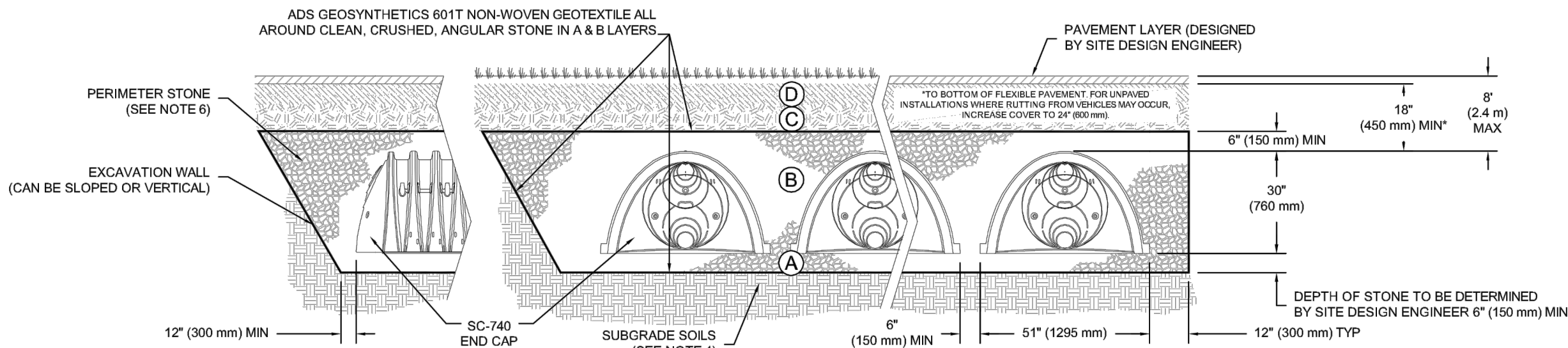
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ACCEPTABLE FILL MATERIALS: STORMTECH SC-740 CHAMBER SYSTEMS

MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	FINAL FILL: FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	INITIAL FILL: FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 18" (450 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	AASHTO M145 ¹ A-1, A-2-4, A-3 OR AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	EMBEDMENT STONE: FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	FOUNDATION STONE: FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. ^{1,2}

PLEASE NOTE:

- THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE."
- STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
- WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.



NOTES:

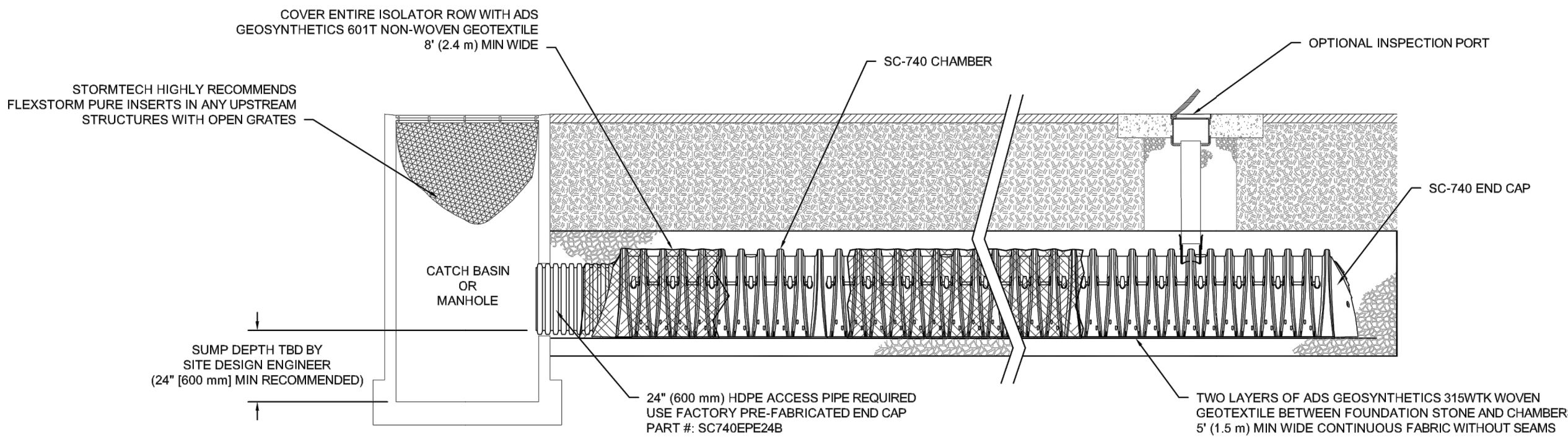
- SC-740 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F2418 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS", OR ASTM F2922 "STANDARD SPECIFICATION FOR POLYETHYLENE (PE) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- "ACCEPTABLE FILL MATERIALS" TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBEDMENT, AND FILL MATERIALS.
- 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.
- PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
- ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.

REV	DATE	DESCRIPTION	SC-740
1	11/18/14	UPDATE	STANDARD CROSS SECTION
2	11/18/14	DATE	11/18/14
3	11/18/14	PROJECT #	11/18/14
4	11/18/14	CHECKED	JLM
5	11/18/14	DRAWN	JLM



4640 TRUENAN BLVD
SUITE 43026
1-800-735-7473
STORMTECH SYSTEMS, LLC
70 INCHES ROAD, SUITE 3, ROCKY HILL, CT 06067
860-525-1888 / 860-562-2861 / WWW.STORMTECH.COM

SHEET
1 OF 1



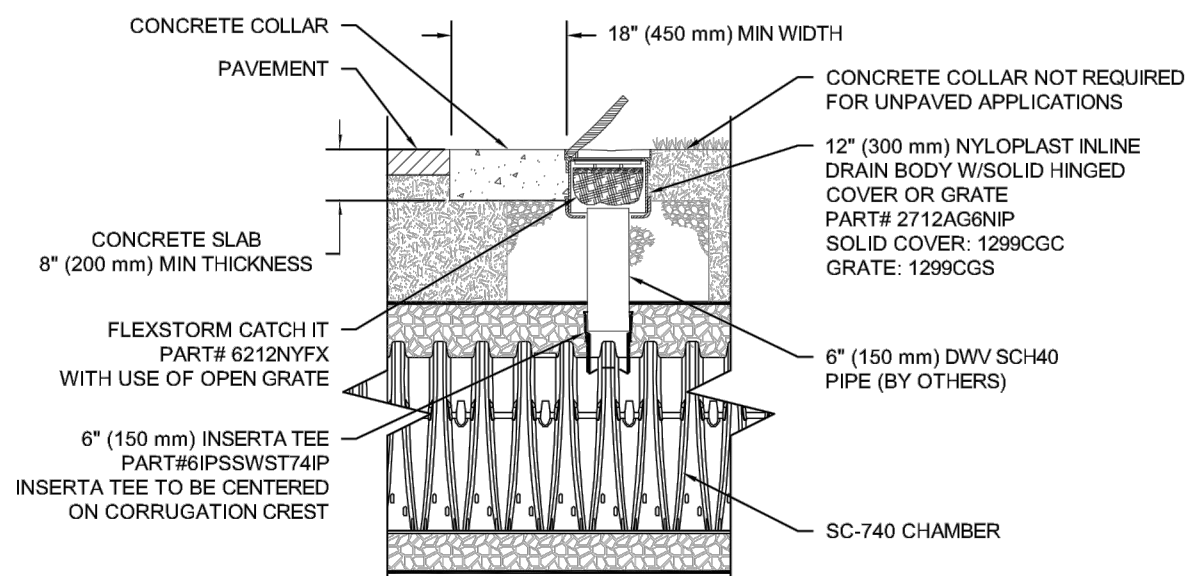
SC-740 ISOLATOR ROW DETAIL
NTS

INSPECTION & MAINTENANCE

- STEP 1) INSPECT ISOLATOR ROW FOR SEDIMENT
- INSPECTION PORTS (IF PRESENT)
 - REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
 - REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
 - USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
 - LOWER A CAMERA INTO ISOLATOR ROW FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
 - IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR ROWS
- REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW
 - USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW THROUGH OUTLET PIPE
 - MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
 - FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
 - IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- STEP 2) CLEAN OUT ISOLATOR ROW USING THE JETVAC PROCESS
- A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
 - APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
 - VACUUM STRUCTURE SUMP AS REQUIRED
- STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.
- STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

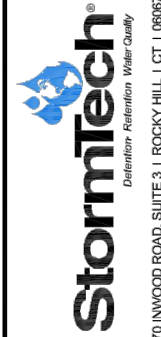
NOTES

- INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
- CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



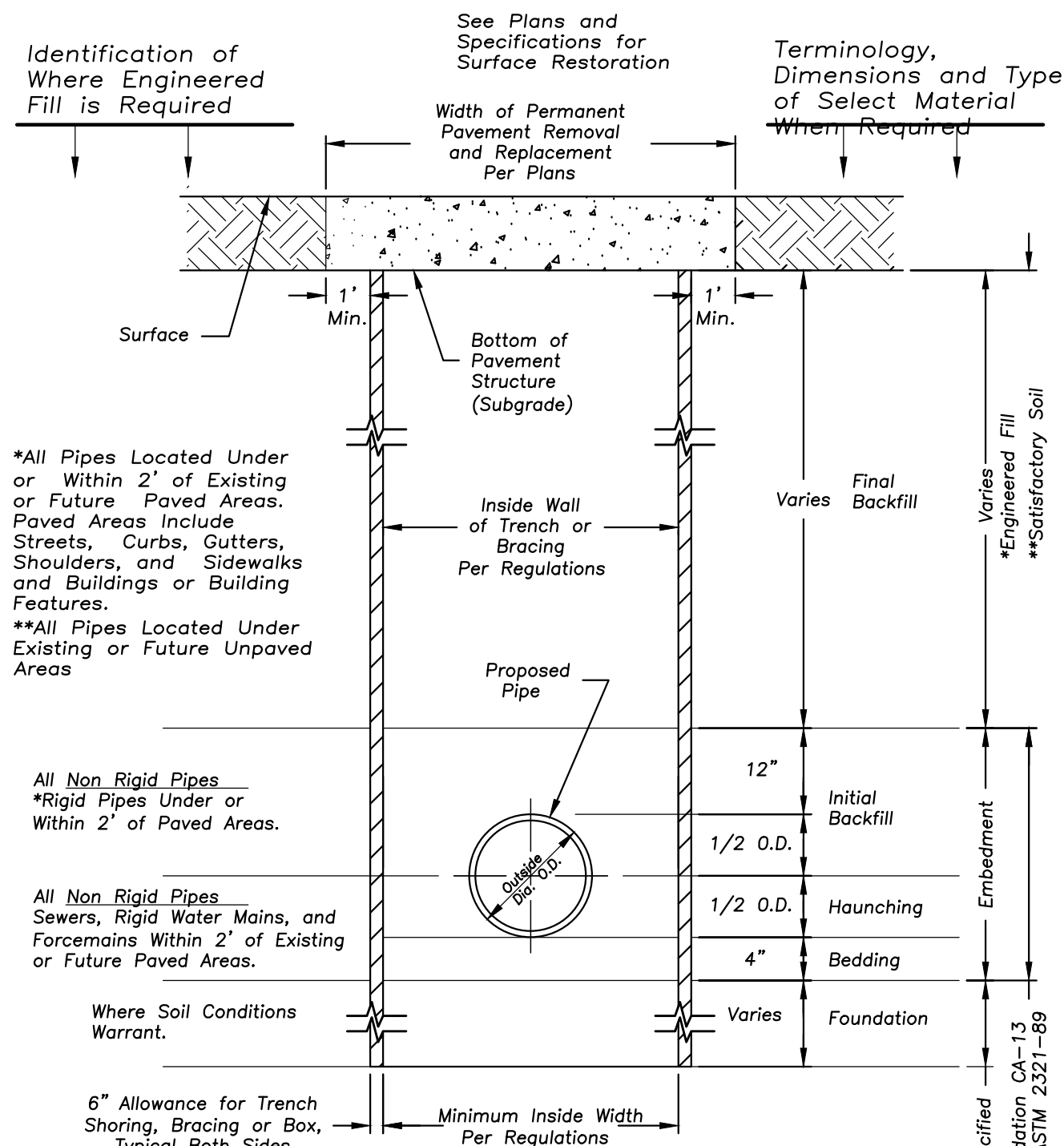
SC-740 6" INSPECTION PORT DETAIL
NTS

REV	DATE	DESCRIPTION	SC-740
1	11/18/14	UPDATE	ISOLATOR ROW DETAILS
2	11/18/14	DATE	11/18/14
3	11/18/14	PROJECT #	11/18/14
4	11/18/14	CHECKED	JLM
5	11/18/14	DRAWN	JLM



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SHEET
1 OF 1



NOTE:

For Rigid Pipe the Minimum Depth From Subgrade to Top of Pipe Shall be 12".

For Non-rigid Pipe the Minimum Depth From Subgrade to Top of Pipe Shall be 12" for Pipe up to 48" Diameter and 18" For Pipe Over 48" Diameter. Non-rigid Pipe is Defined as Flexible Thermoplastic Pipe and/or Corrugated Metal Pipe.

STANDARD SEWER AND WATER TRENCH SECTION

NEW ADDITION AND INTERIOR RENOVATIONS TO:

ST. EDNA CATHOLIC CHURCH

2525 N. ARLINGTON HEIGHTS RD. ARLINGTON HEIGHTS, IL 60004

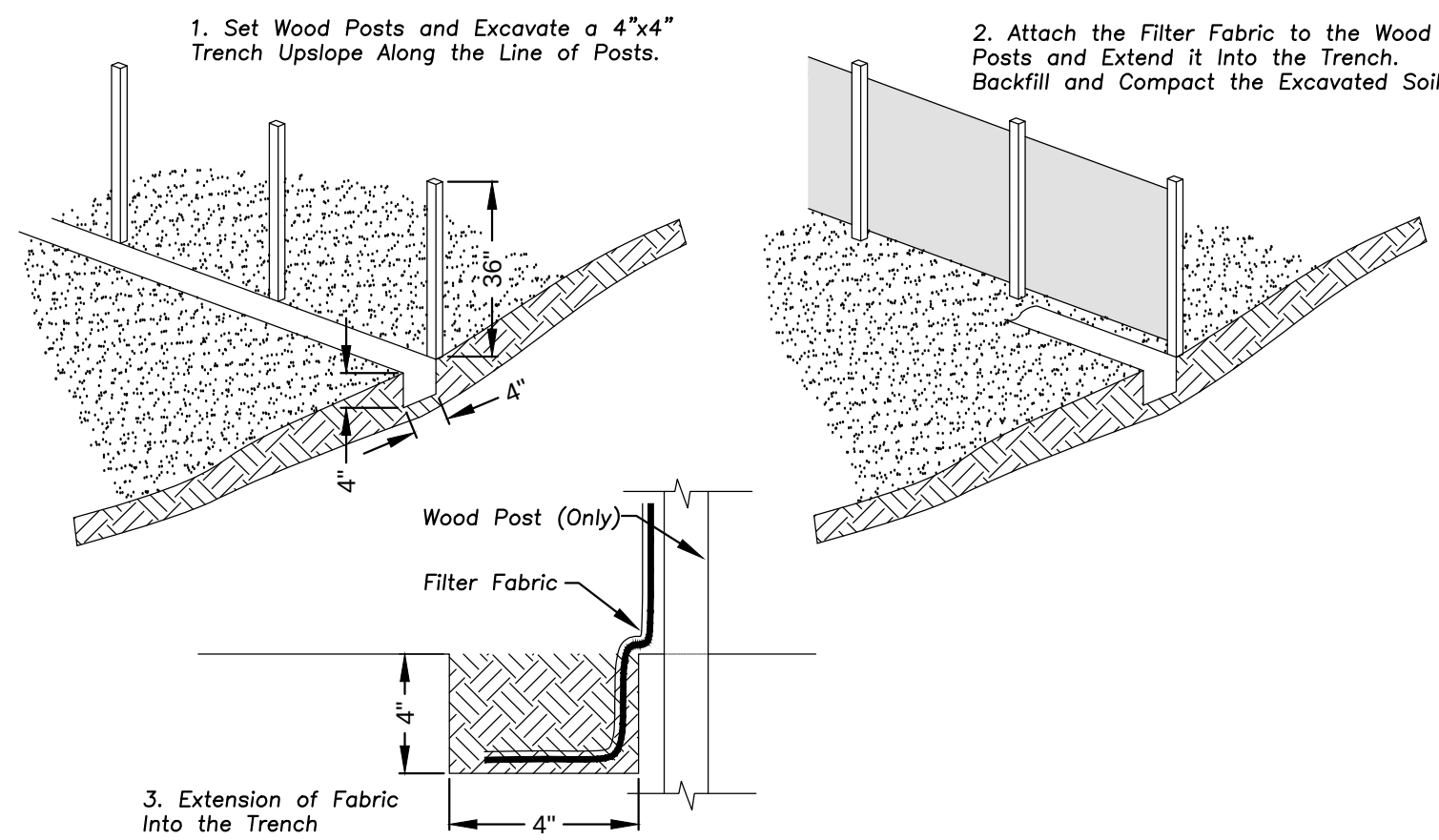


JAEGER NICKOLA KUHLMAN & ASSOCIATES, LTD., ARCHITECTS
350 S. NORTHWEST HIGHWAY, SUITE 106, PARK RIDGE, IL 60068
847.692.6166 Fax 847.692.2002

ISSUE	REVISION	MM.DD.YY
1	PLAN COMMISSION	09.25.17
2	PLAN COMMISSION	08.18.17
3	SUBMITAL	08.18.17
4	BID SET	05.01.17
5	100% DD	03.01.16
6	95% DD	02.23.16
7	50% DD	02.09.16

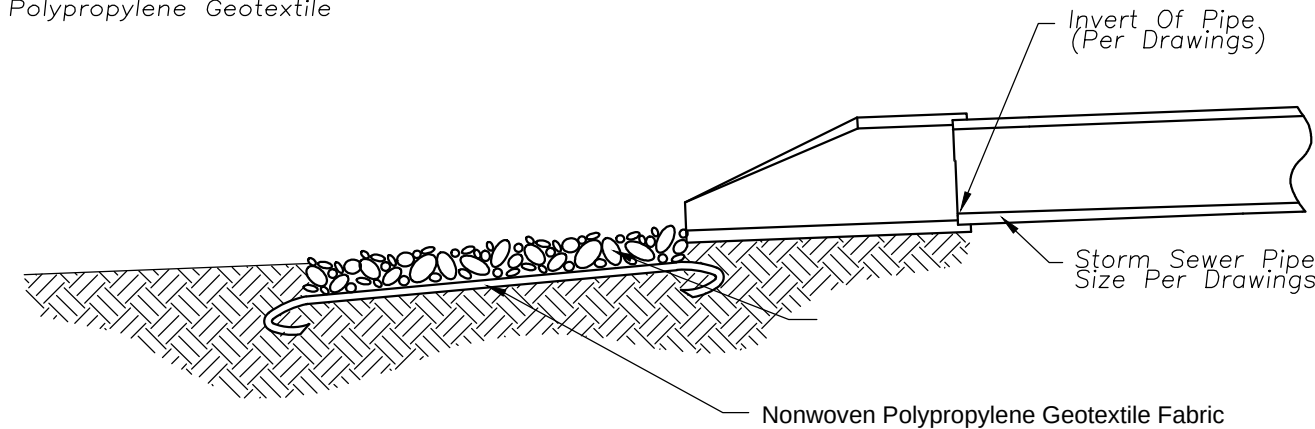
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SITE DETAILS	
DRAWN: -----	PLOT DATE: 05/01/2017
CHECKED: -	
JOB NUMBER: 1020	C-7

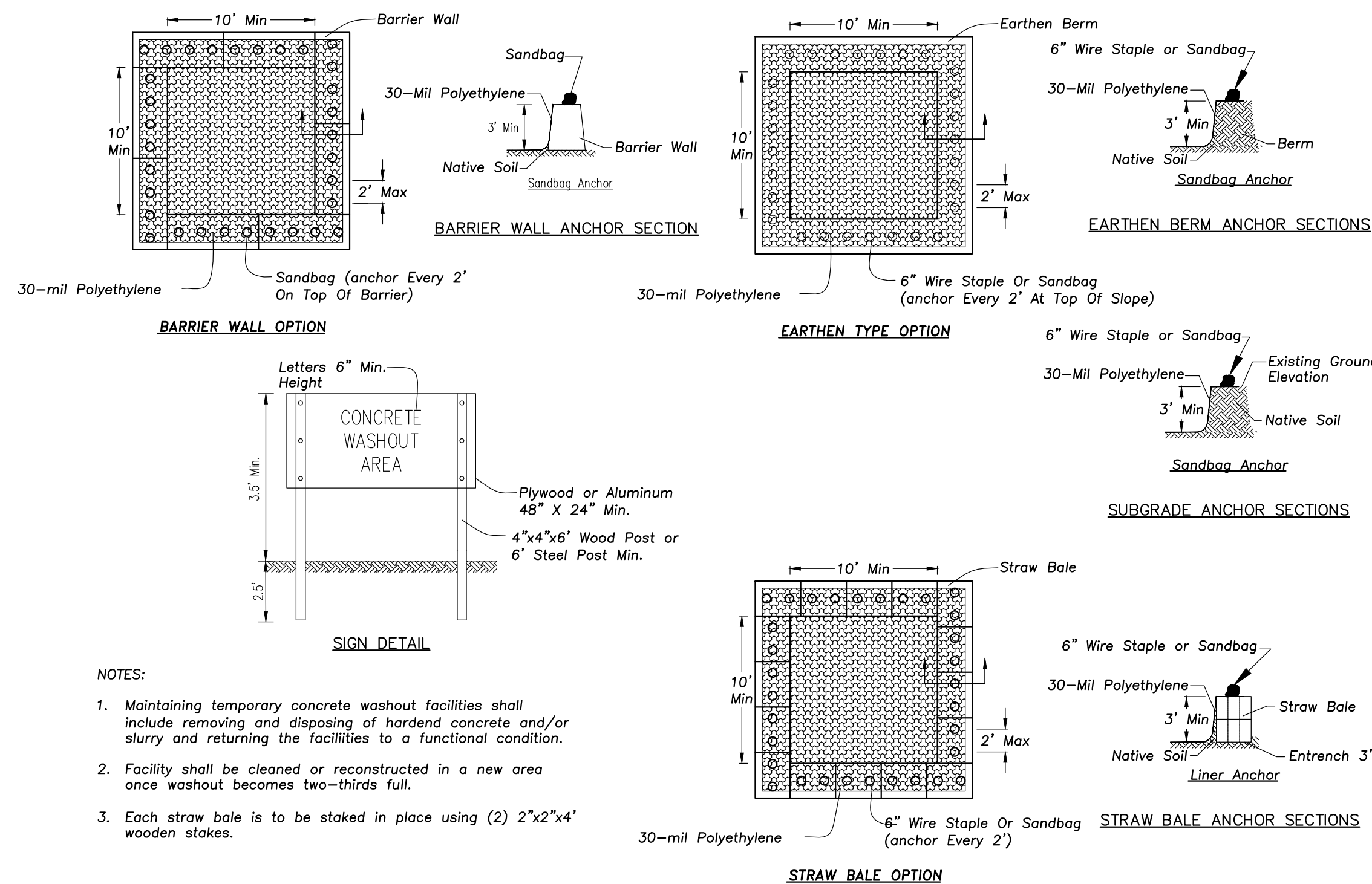


NON-WIRE BACK SILT FENCE PLACEMENT

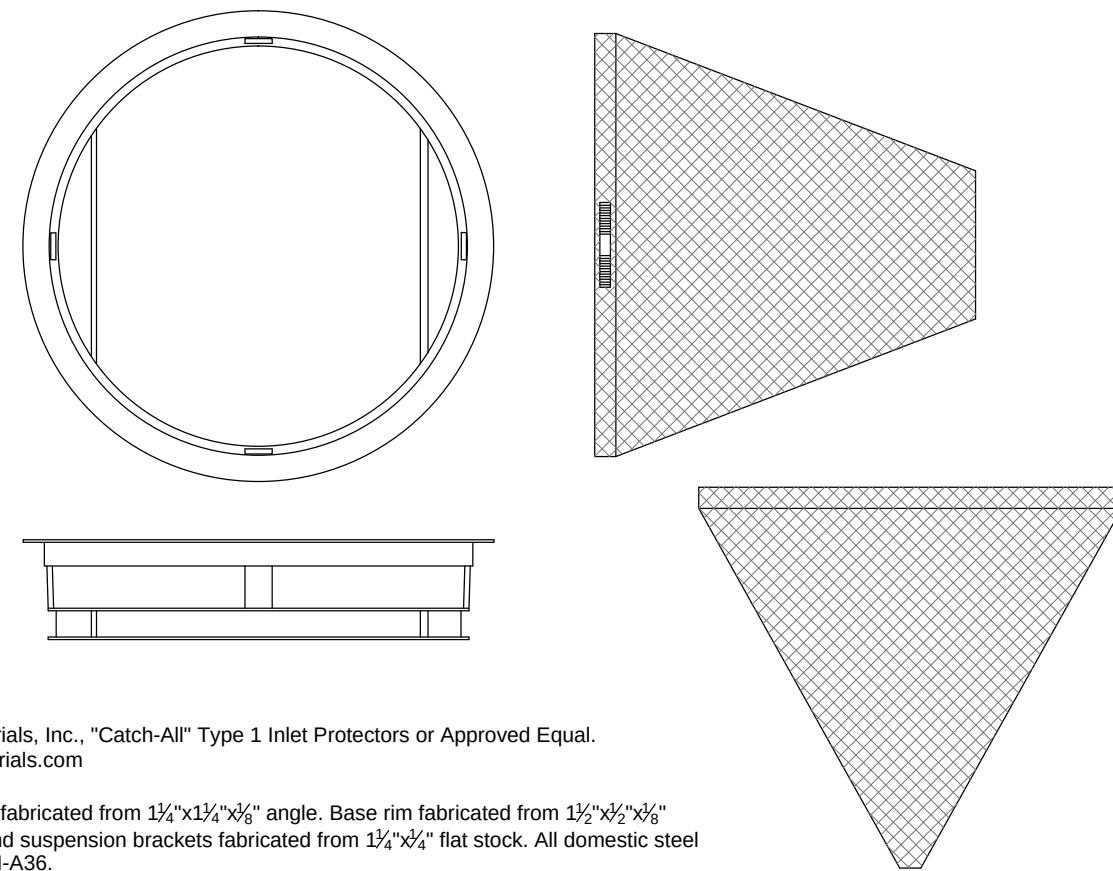
- Notes:
1. The Rip Rap Aprons shall be a minimum of 15' in length, 6' in width at the flared end section and 12' in width at the downstream end of the rip rap apron
 2. 14" Layer of RR3 on 6" Layer RR1 bedding on Medium Weight Nonwoven Polypropylene Geotextile



RIP RAP AT FLARED END SECTION



CONCRETE WASHOUT FACILITY



GENERAL NOTES:

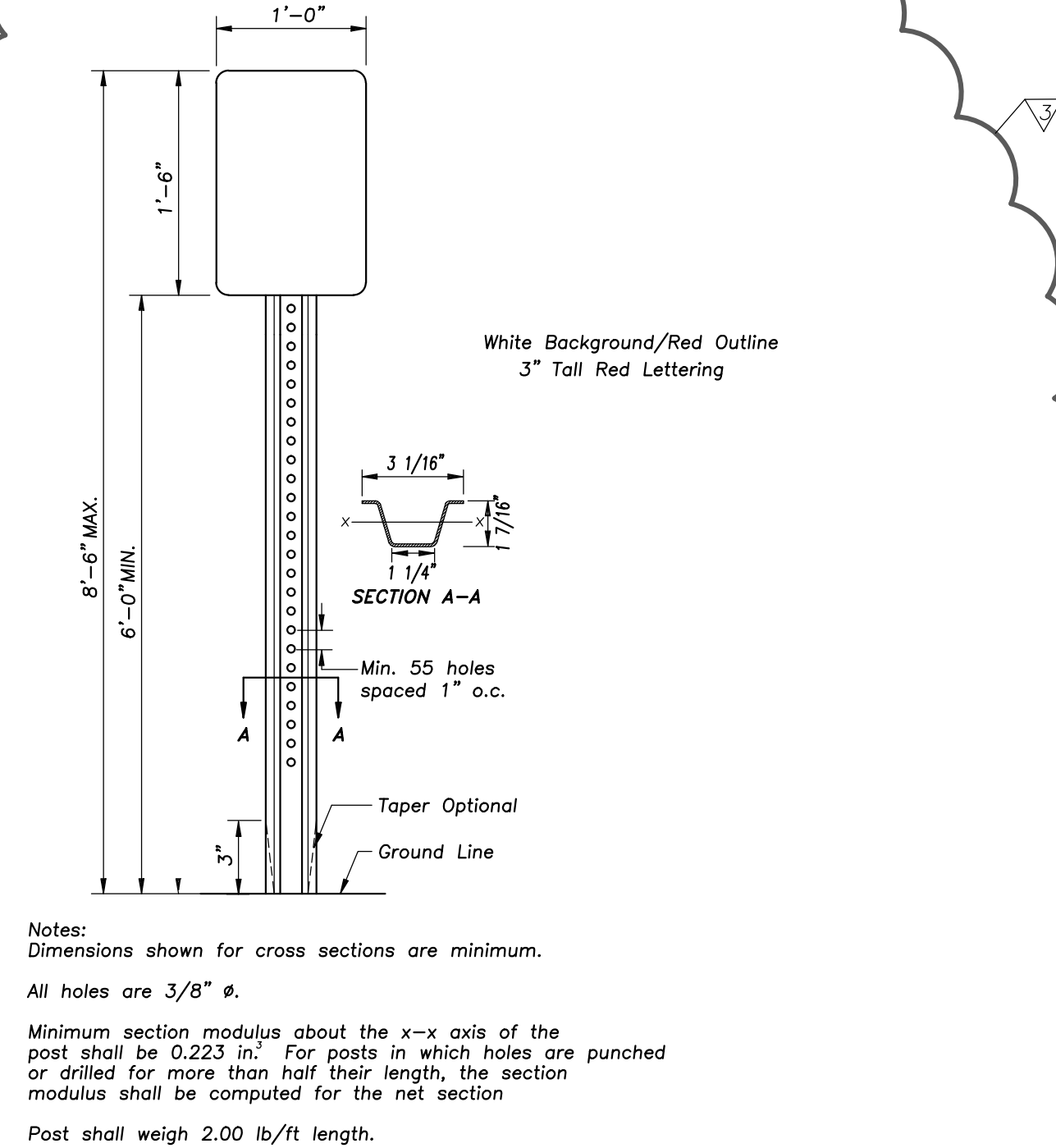
Use Marathon Materials, Inc., "Catch-All" Type 1 Inlet Protectors or Approved Equal.
www.marathonmaterials.com

FRAME: Top flange fabricated from 1½"x1½"x½" angle. Base rim fabricated from 1½"x½"x½" channel. Handles and suspension brackets fabricated from 1½"x½" flat stock. All domestic steel conforming to ASTM-A36.

SEDIMENT BAG: Bag fabricated from 4 oz./sq.yd. non-woven polypropylene geotextile reinforced with polyester mesh. Bag secured to base rim with a stainless steel strap and lock.

Install baskets in all existing storm inlets prior to construction and all new storm inlets immediately after installation. Contractor shall maintain throughout construction activities.

"CATCH-ALL" INLET PROTECTORS



NO PARKING - FIRE LANE

NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARLINGTON HEIGHTS, IL 60004



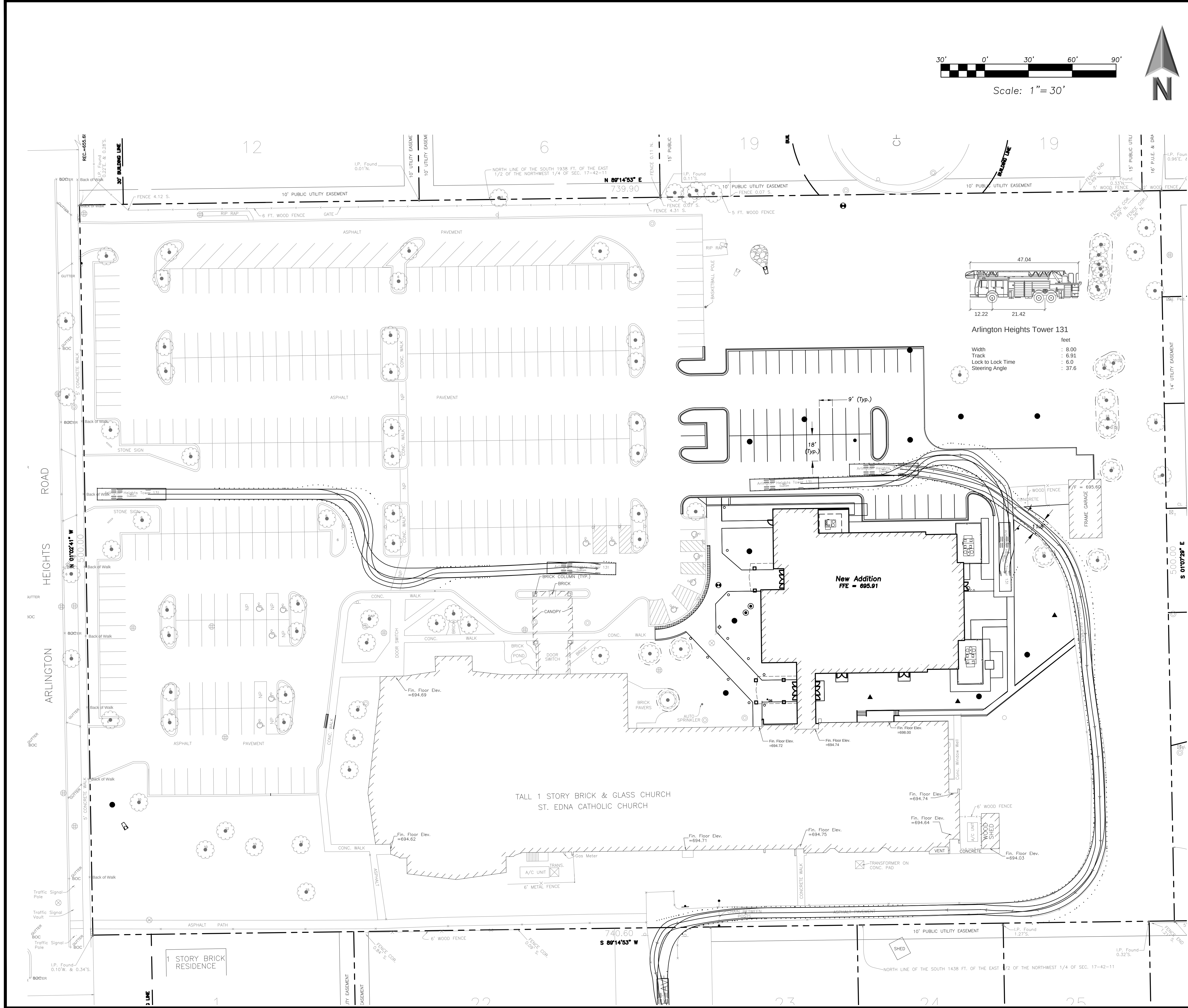
NO.	DESCRIPTION	DATE
1	ISSUE	REVISION
2	PLAN COMMISSION	09.25.17
3	PLAN COMMISSION	08.18.17
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6	100% DD	02.23.16
7	95% DD	02.09.16
8	50% DD	02.09.16

SITE DETAILS

DRAWN:	PLAT DATE:
----	05/01/2017
CHECKED:	

JOB NUMBER:	
1020	

C-8

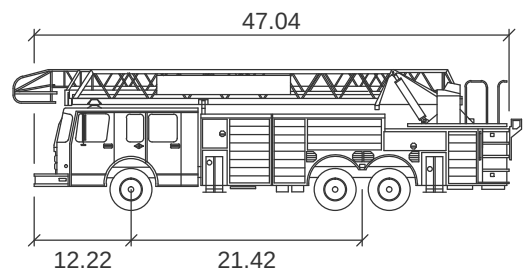


ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM

LEGEND

EXISTING	PROPOSED



Arlington Heights Tower 131
Width : 8.00
Track : 6.91
Lock to Lock Time : 6.0
Steering Angle : 37.6

New Addition
FFE = 695.91

TALL 1 STORY BRICK & GLASS CHURCH
ST. EDNA CATHOLIC CHURCH

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARLINGTON HEIGHTS, IL 60004



JAEGER NICKOLA KUHLMAN
ASSOCIATES, LTD., ARCHITECTS
330 S. NORTHWEST HIGHWAY, SUITE 106, PARK RIDGE, IL
60068
847.692.6166 Fax 847.692.2002

PLAN COMMISSION	09.25.17
PLAN COMMISSION	08.18.17
SUBMITAL	05.01.17
100% DD	03.01.16
95% DD	02.23.16
50% DD	02.09.16

FIRE TRUCK TURNING MOVEMENT EXHIBIT

DRAWN: _____	PLAT DATE: 05/01/2017
CHECKED: _____	
JOB NUMBER: 1020	FT-1



LEGEND

- EXISTING PARKING
- NEW PARKING
- EXISTING BUILDING TO REMAIN
- PROPOSED REMODELING OF EXISTING BUILDING
- PROPOSED PARISH LIFE CENTER
- EXISTING CONCRETE
- NEW CONCRETE

ZONING INFORMATION

ZONING DISTRICT R-1 PLANNED UNIT DEVELOPMENT		
AREA		
EXISTING CHURCH/DOHERTY CENTER/ HURLEY CENTER	41,700 SF	
NEW PARISH CENTER	13,425 SF	
GARAGE	890 SF	
EXIST. SHED	300 SF	
SITE AREA		
REQUIRED	20,000 SF	370,120 SF
LOT WIDTH	100'-0"	500'-0"
SETBACKS		
FRONT	40'-0"	190'-1"
REAR	30'-0"	139'-8"
SIDE (N)	50'-0"	212'-9"
SIDE* (S)	34'-0"	34'-0"
LOT COVERAGE		
REQUIRED	30%	15.2%
F.A.R.	30%	15.2%
HEIGHT	45'-0"	29'-10"
IMPERVIOUS COVERAGE	58%	215,090 SF

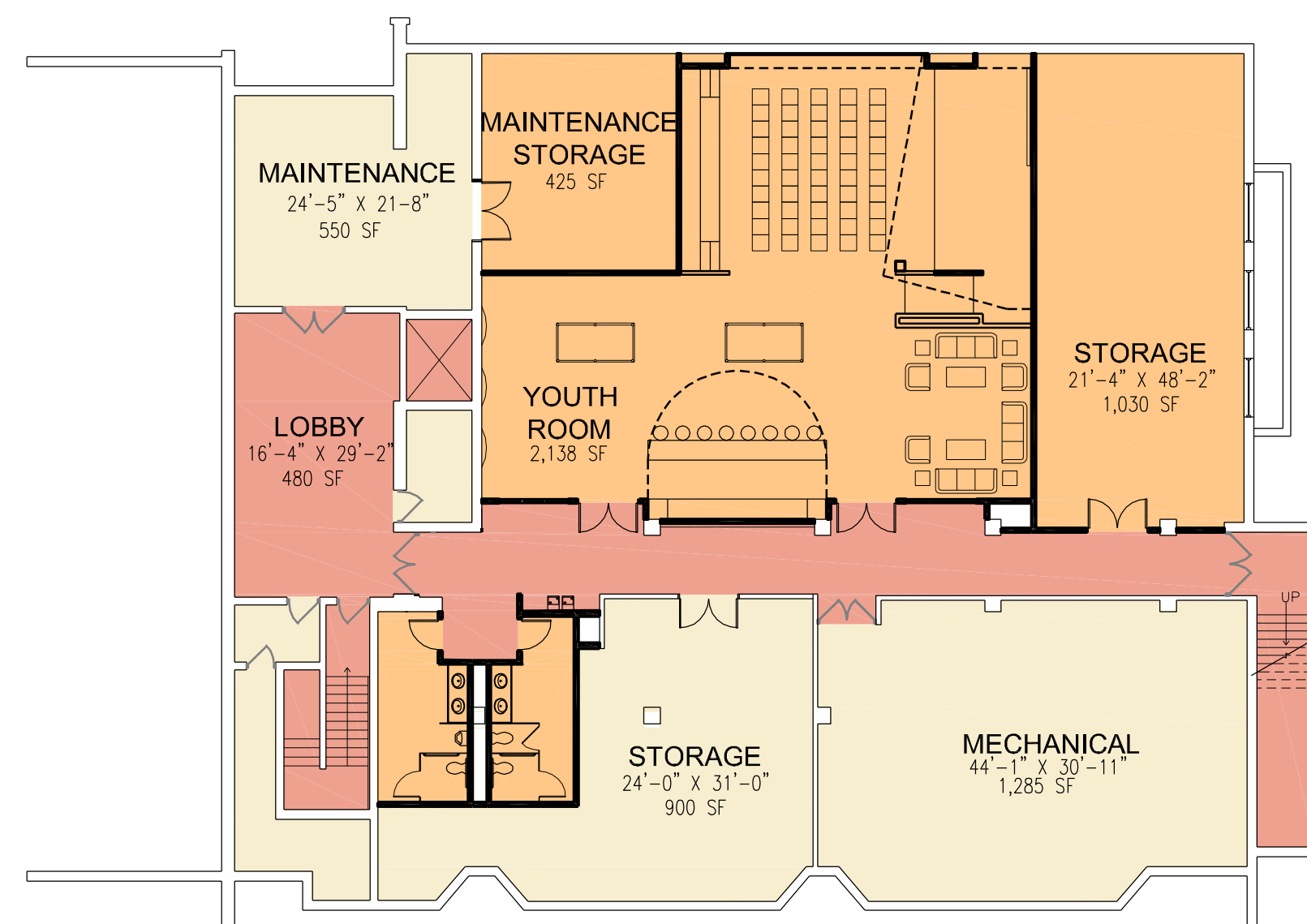
* SIDE SETBACK MODIFIED AS A PART OF ORIGINAL PUD

PARKING INFORMATION

CHURCH	SF	OCC. REQ'D	OCC.	PARKING REQUIREMENT	# OF SPACES REQ'D
NAVE	995			1 SPACE/5 SEATS	199
CHOIR			35	1 SPACE/5 SEATS	7
NARTHEX	130			1 SPACE/5 SEATS	26
COMMUNITY ROOM	990	15 SF/P	66	30% OF OCCUPANCY	20
DOHERTY CENTER					
NURSERY/MULTI-PURPOSE	5835	15 SF/P	389	30% OF OCCUPANCY	117
HURLEY HALL					
EXISTING OFFICE AREA	3750			1 SPACE FOR 300 SF	13
OFFICES	735			1 SPACE FOR 300 SF	3
MEETING ROOMS	2020	15 SF/P	135	30% OF OCCUPANCY	40
YOUTH ROOM	2138	15 SF/P	143	30% OF OCCUPANCY	43
PARISH CENTER					
MULTI-PURPOSE ROOMS (MAIN SPACE)	6540	15 SF/P	436	30% OF OCCUPANCY	131
MULTI-PURPOSE ROOMS (STAGE)	1475	15 SF/P	98	30% OF OCCUPANCY	30
REQUIRED PARKING SPACES					629
PARKING SPACES PROVIDED					377
VARIANCE REQUESTED					252

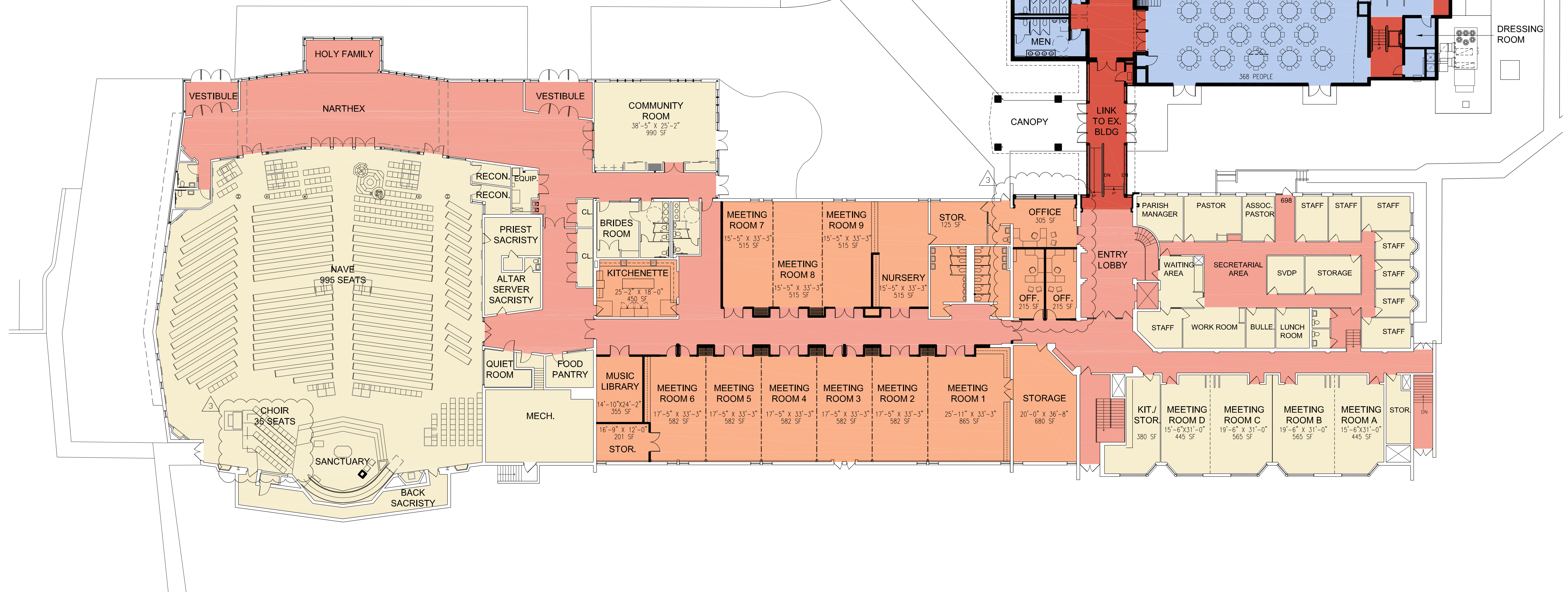
GENERAL NOTES

- THE PROPOSED BUILDING WILL BE CONSTRUCTED IN ACCORDANCE WITH ALL REFERENCED BUILDING CODES IN THE ARLINGTON HEIGHTS MUNICIPAL CODE.
 - 2009 INTERNATIONAL BUILDING CODE WITH AMENDMENTS
 - 2015 INTERNATIONAL ENERGY CODE WITH AMENDMENTS (AS ADOPTED BY THE STATE OF ILLINOIS)
 - 2009 INTERNATIONAL FIRE CODE WITH VILLAGE AMENDMENTS
 - 2009 INTERNATIONAL FUEL GAS CODE WITH VILLAGE AMENDMENTS
 - 2014 ILLINOIS STATE PLUMBING CODE WITH AMENDMENTS
 - NFPA ELECTRICAL CODE WITH AMENDMENTS
 - 1997 ILLINOIS ACCESSIBILITY CODE
- ALL BUILDING AREAS AND PARKING WILL COMPLY WITH ILLINOIS ACCESSIBILITY CODE REQUIREMENTS.
- FIRE SPRINKLERS WILL BE PROVIDED THROUGHOUT THE NEW ADDITION.
- FIRE ALARM NOTIFICATIONS SHALL BE PROVIDED THROUGHOUT THE NEW ADDITION. SEE FIRE ALARM DRAWINGS.
- THE EXISTING GARAGE IS USED FOR THE STORAGE OF OUTSIDE MAINTENANCE EQUIPMENT.

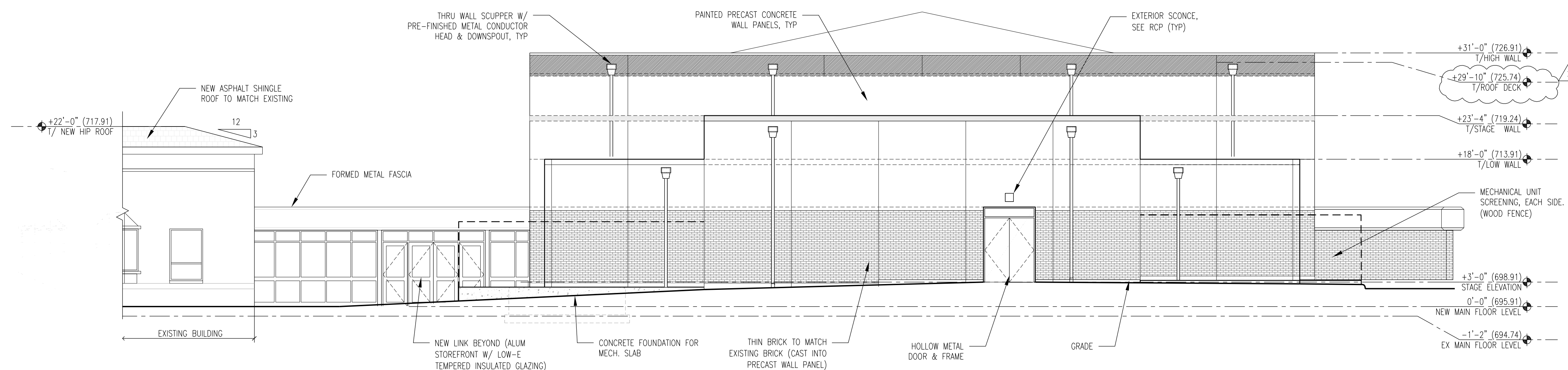
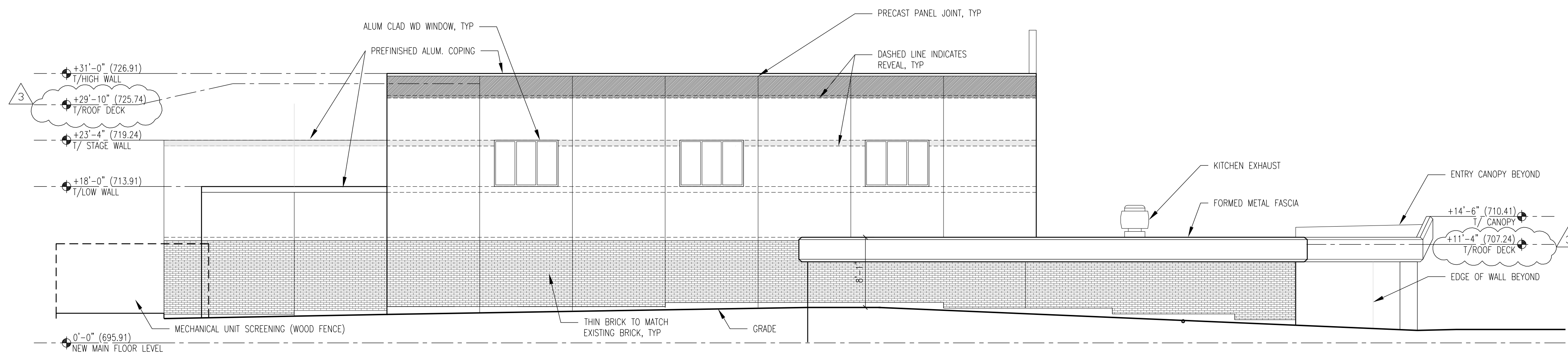
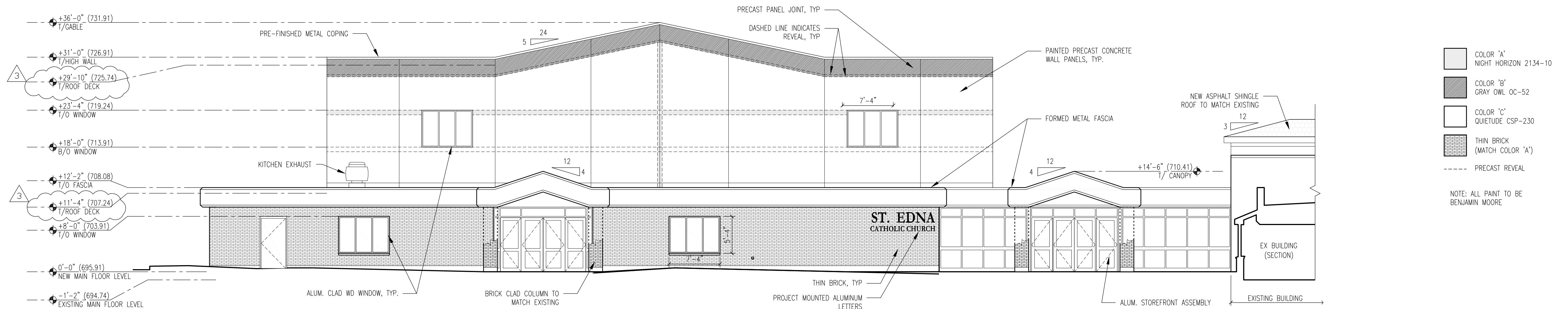


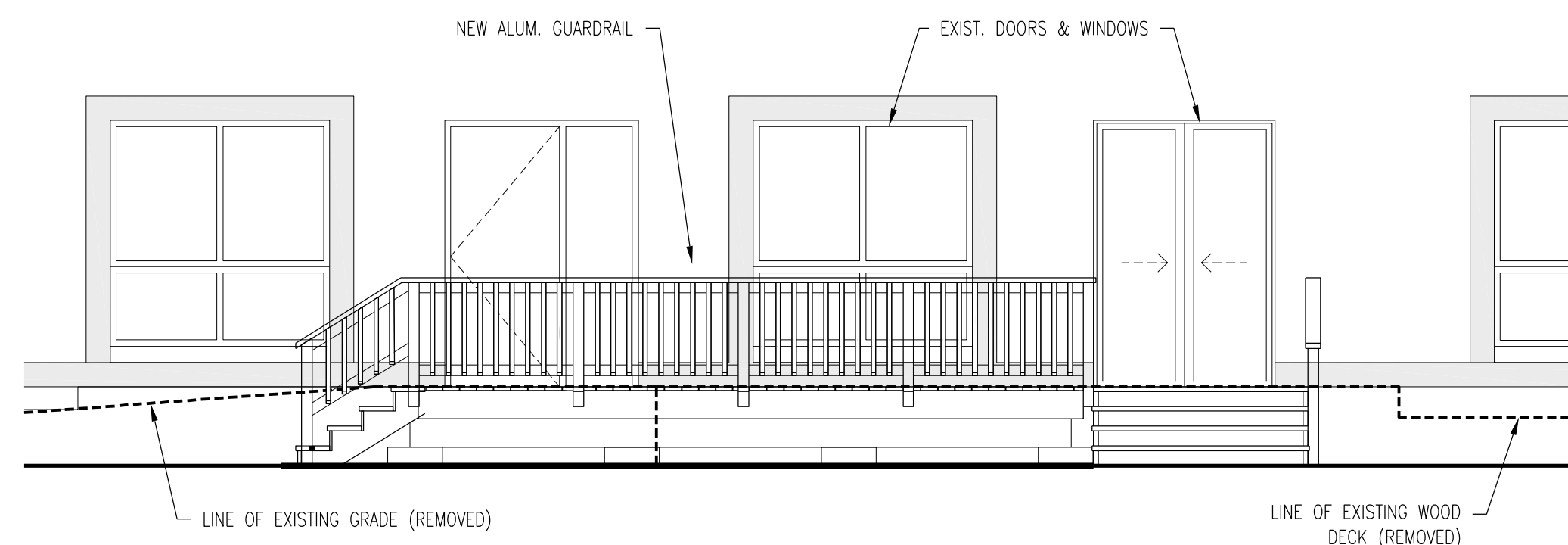
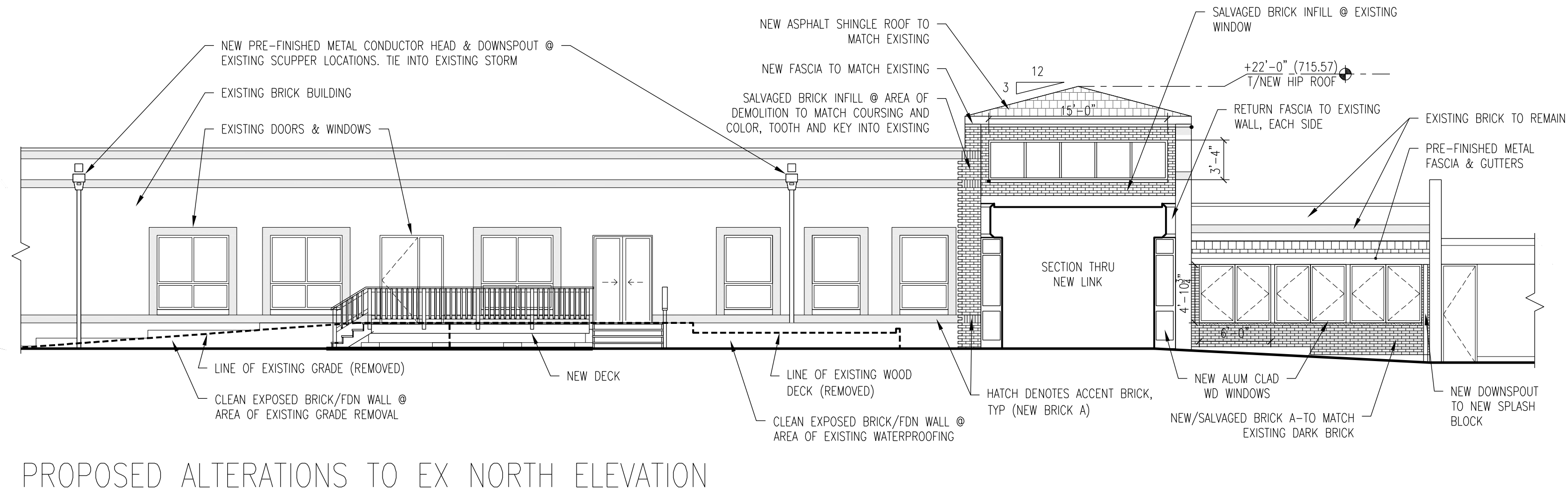
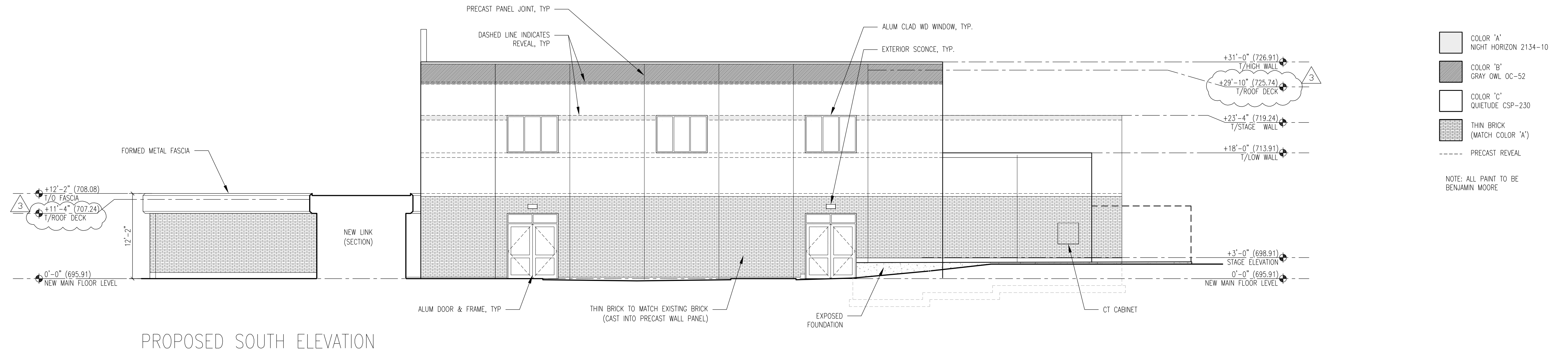
PROPOSED MASTER PLAN LOWER
LEVEL HURLEY CENTER

- NEW CONSTRUCTION
- NEW CIRCULATION
- REMODELED SPACE
- EXISTING TO REMAIN
- EXISTING CIRCULATION

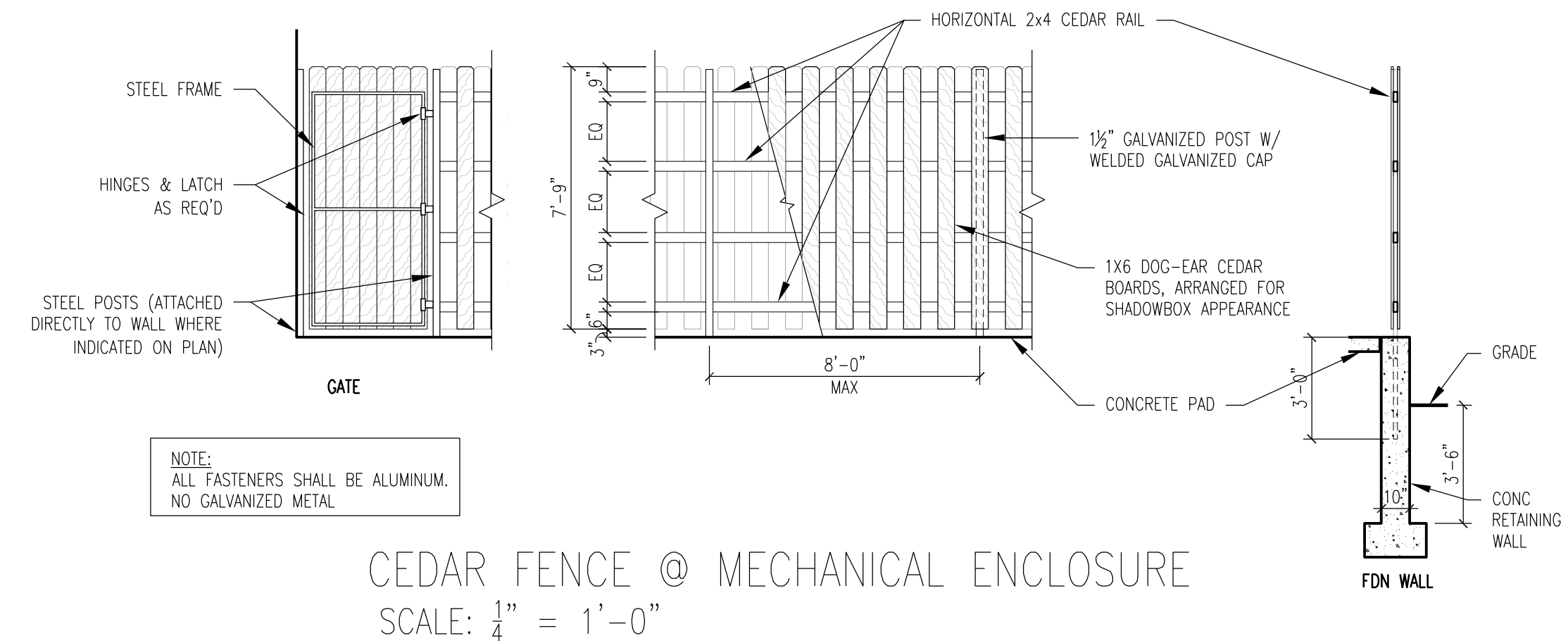








PROPOSED ALTERATIONS TO HURLEY CENTER DECK
SCALE: $\frac{1}{4}" = 1'-0"$







PROPOSED NORTHWEST PERSPECTIVE



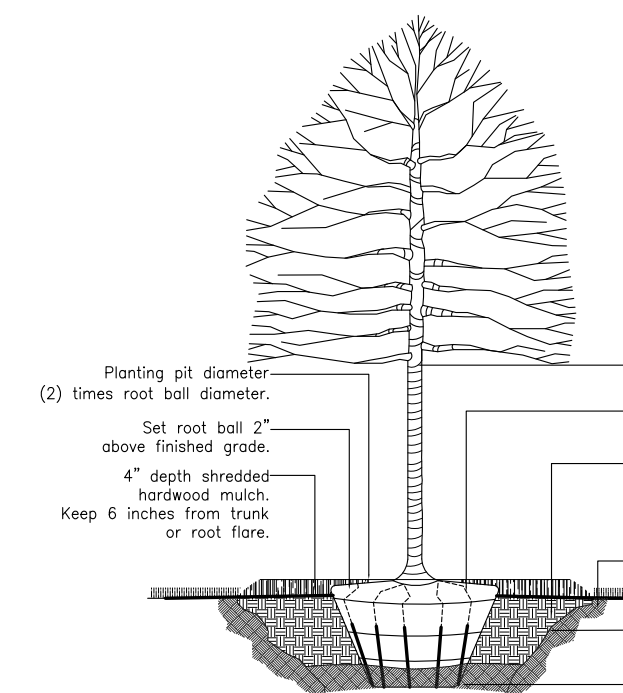
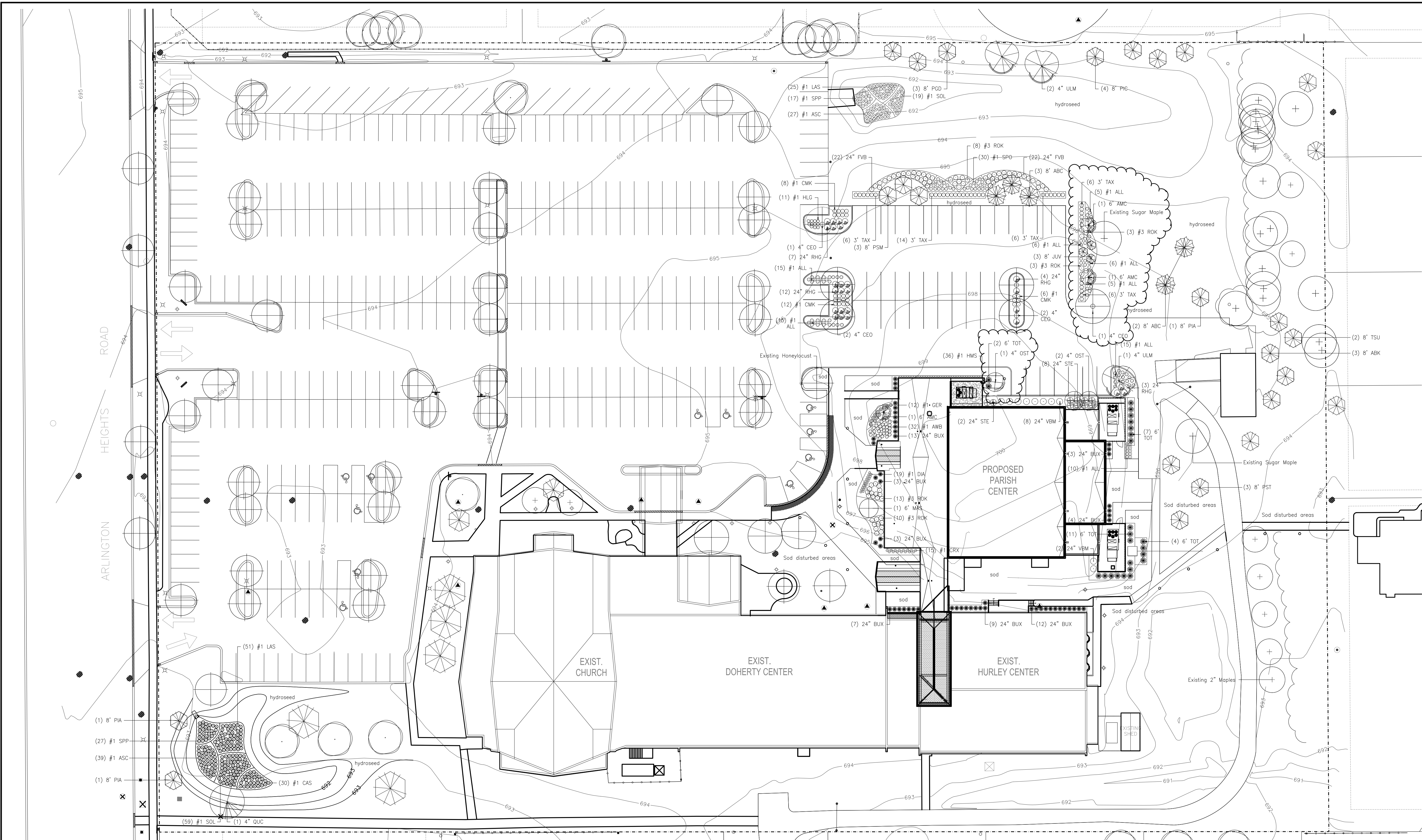
PROPOSED WEST PERSPECTIVE



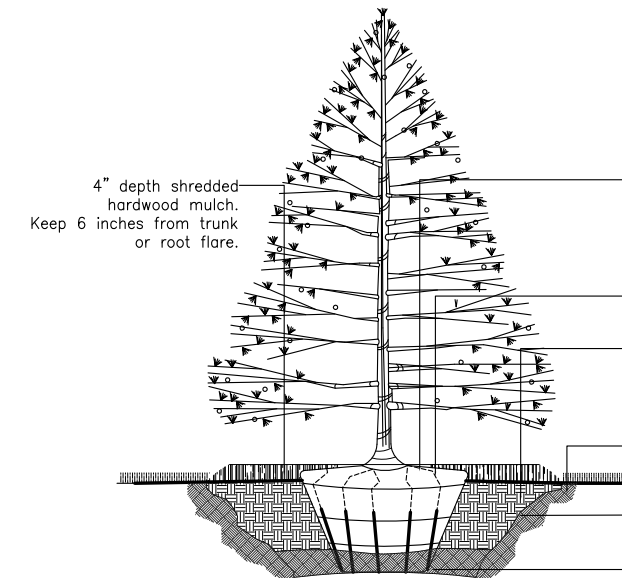
PROPOSED NORTHEAST PERSPECTIVE



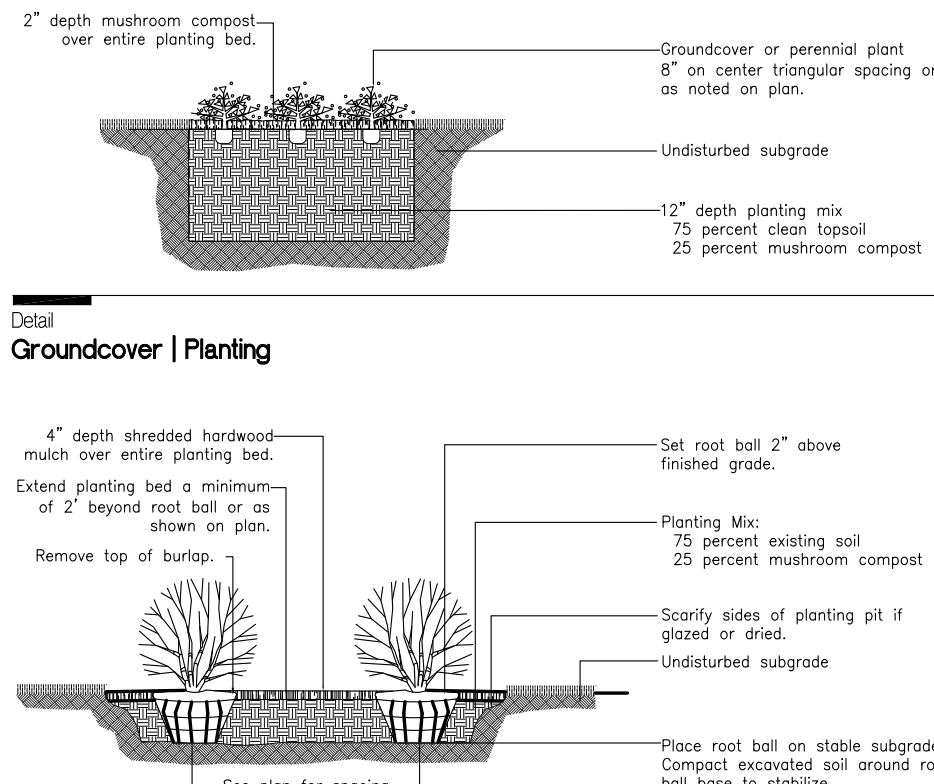
PROPOSED SOUTHEAST PERSPECTIVE



Detail
Deciduous Tree Planting



Detail
Evergreen Tree Planting



Detail
Shrub Planting

Plant List

Shade Trees	Key	Qty.	Size	Botanical Name	Common Name	Remarks
CEO	6	4"		Celtis occidentalis "Prairie Pride"	Prairie Pride Common Hackberry	BB
OST	3	4"		Diospyros virginiana	Red Oak	BB
ULM	1	4"		Ulmus x 'Regal'	Regal Elm	BB
Evergreen Trees	Key	Qty.	Size	Botanical Name	Common Name	Remarks
ABC	5	8"		Abies concolor	Concolor Fir	BB
ABK	5	8"		Abies koreana 'Horstmanns Silberke'	Korean Fir	BB
JUV	1	8"		Juniperus chinensis 'Fairview'	Fairview Juniper	BB
RSD	1	8"		Picea glauca 'Densata'	Black Hills Spruce	BB
PIC	4	8"		Picea oboata	Norway Spruce	BB
PC	4	8"		Picea pungens	Colorado Spruce	BB
PSM	4	8"		Pseudotsuga menziesii	Douglas Fir	BB
PST	1	8"		Pinus strobus	White Pine	BB
TSU	2	8"		Thuja canadensis	Canadian Hemlock	BB
Ornamental Trees	Key	Qty.	Size	Botanical Name	Common Name	Remarks
MAS	3	8"		Amelanchier canadensis	Shadblow Serviceberry	BB-Dump
MAG	1	8"		Magnolia stellata 'Royal Star'	Royal Star Magnolia	BB-Dump

Shrubs	Key	Qty.	Size	Botanical Name	Common Name	Remarks
BUX	54	24"		Buxus 'Glencoe'	Chicopans Green Boxwood	BB
PVB	44	24"		Boxwood v. 'Broussais'	Boxwood Dwarf Forsythia	BB
RHG	25	24"		Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	BB
ROK	37	6"		Rosa 'Ridgway'	Pink Knockout Rose	BB
STE	10	24"		Stephanandra incisa 'Crispa'	Cutleaf Stephanandra	BB
TAX	32	6"		Taxus media 'Nictitans'	Hicks Tree	BB
TOT	24	6"		Thuja occidentalis 'Techny'	Mission Arborvitae	BB
VBM	10	24"		Viburnum dentatum 'Christina'	Blue Mufin Viburnum	BB
Perennials, Ornamental Grass and Groundcovers	Key	Qty.	Size	Botanical Name	Common Name	Remarks
ALL	55	#1		Allium 'Summer Beauty'	Summer Beauty Allium	Container
ASC	66	#1		Asclepias tuberosa	Butterflyweed	Container
AWB	32	#1		Aster dumosus 'Wood's Blue'	Wood's Blue Aster	Container
CAS	37	#1		Carex stipitata	Common Fox Sedge	Container
CAF	26	#1		Colostegia graciliflora 'Karl Foerster'	Feather Reed Grass	Container
CRX	15	#1		Carex 'Energia'	Energia Sedge	Container
DIA	19	#1		Dianthus gratiopolitanus 'Firewitch'	Firewitch Cheddar Pinks	Container
GIR	12	#1		Geranium 'Jolly Day'	Jolly Day Geranium	Container
HLC	11	#1		Hemerocallis 'Little Grapette'	Little Grapette Daylily	Container
HMS	16	#1		Hemerocallis 'Mini Stella'	Mini Stella Daylily	Container
LAS	76	#1		Liatris spicata	Rough Blazingstar	Container
SOL	76	#1		Solidago rigida	Rigid Goldenrod	Container
SPD	30	#1		Sporobolus heterolepis	Prairie Dropseed	Container
SPR	44	#1		Spartina pectinata	Prairie Cordgrass	Container

LANDSCAPE PLAN
1"=30'

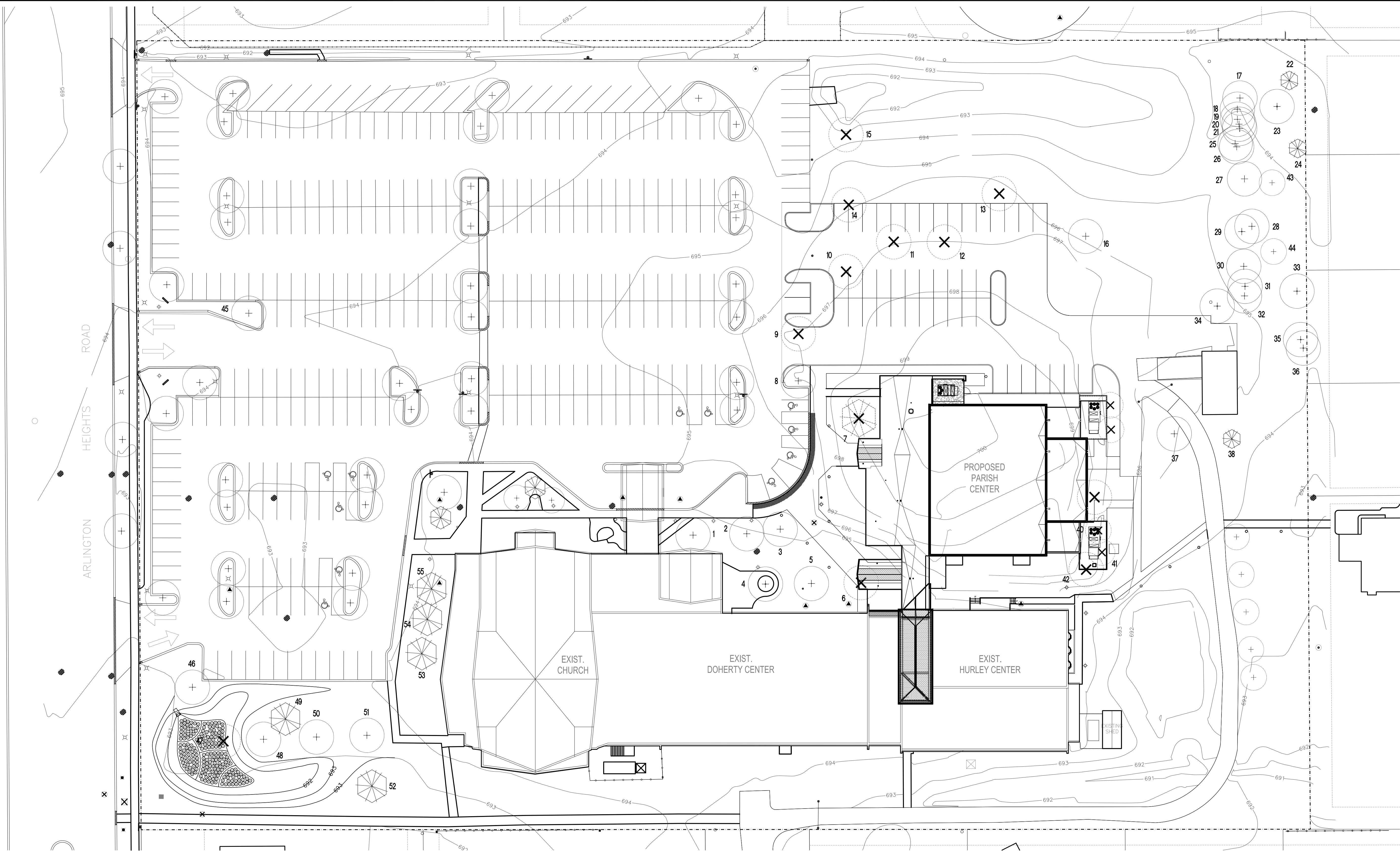
NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARLINGTON HEIGHTS, IL 60004

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ARCHITECTS
JAEGER NICKOLA KUHLMAN
ASSOCIATES, LTD. - ARCHITECTS
350 S. NORTHWEST HIGHWAY, SUITE 106, PARK RIDGE, IL
60068
847.692.6166 Fax 847.692.2002

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ASSOCIATES
DAVID R. McCALLUM ASSOCIATES, INC.
LANDSCAPE ARCHITECTS
350 N. Meade Avenue Libertyville, IL 60068
T 847.932.0019 F 847.932.0241

NO.	DESCRIPTION	DATE
	VILLAGE REVIEW COMMENTS	09.25.17
	PLAN COMMISSION SUBMITTAL	08.18.17
	ADDENDUM #2	05.12.17
	ADDENDUM #1	05.10.17
	80% SET	05.01.17
	100% DD	03.01.16
	95% DD	02.23.16
	50% DD	02.09.16

LANDSCAPE PLAN
DRAWN: **DRM** PLOT DATE: **6/23/2017**
CHECKED: **DRM**
JOB NUMBER: **1722**
L1.0



Existing Tree Inventory

TAG	SIZE	BOTANICAL NAME	COMMON NAME	FORM/CONDITION	ACTION	TAG	SIZE	BOTANICAL NAME	COMMON NAME	FORM/CONDITION	ACTION
1	8"	Fraxinus pennsylvanica	Green Ash	3/3	To remain	29	8"/16"	Acer negundo	Boxelder	4/4	To remain
2	9"	Fraxinus pennsylvanica	Green Ash	3/3	To remain	30	12"	Acer negundo	Boxelder	4/4	To remain
3	9"	Fraxinus pennsylvanica	Green Ash	3/3	To remain	31	22"	Acer negundo	Boxelder	4/4	To remain
4	17"	Gleditsia triacanthos	Honeylocust	2/2	To remain	32	11"/11"	Acer negundo	Boxelder	4/4	To remain
5	16"	Gleditsia triacanthos	Honeylocust	2/2	To remain	33	14"	Acer negundo	Boxelder	4/4	To remain
6	18"	Gleditsia triacanthos	Honeylocust	2/2	Remove	34	18"	Fraxinus pennsylvanica	Green Ash	4/4	To remain
7	28"	Picea abies	Norway Spruce	2/2	Remove	35	8"/8"/10"/11"	Acer saccharinum	Silver Maple	3/3	To remain
8	8"	Gleditsia triacanthos	Honeylocust	2/2	To remain	36	26"	Populus deltoides	Cottonwood	3/3	To remain
9	8"	Gleditsia triacanthos	Honeylocust	2/2	Remove	37	14"	Acer saccharum	Sugar Maple	3/4	To remain
10	8"	Fraxinus pennsylvanica	Green Ash	3/3	Remove	38	4"/5"/8"	Pinus strobus	White Pine	4/3	To remain
11	22"	Acer saccharinum	Silver Maple	3/4	Remove	39	19"	Fraxinus pennsylvanica	Green Ash	3/4	To remain
12	22"	Acer saccharinum	Silver Maple	3/3	Remove	40	6"/6"/14"	Betula nigra	River Birch	2/2	Remove
13	40"	Fraxinus pennsylvanica	Green Ash	3/3	Remove	41	5"/9"	Acer platanoides 'Crimson King'	Crimson King Norway Maple	2/2	Remove
14	10"	Fraxinus pennsylvanica	Green Ash	3/3	Remove	42	17"	Betula nigra	River Birch	2/2	To remain
15	8"	Fraxinus pennsylvanica	Green Ash	3/3	Remove	43	16"	Betula nigra	River Birch	2/2	To remain
16	10"	Acer saccharum	Silver Maple	2/2	To remain	44	4"/4"/4"/4"	Betula nigra	River Birch	2/2	To remain
17	17"	Acer negundo	Boxelder	4/4	To remain	45	17"	Gleditsia triacanthos	Honeylocust	2/2	To remain
18	8"	Acer negundo	Boxelder	4/4	To remain	46	10"	Gleditsia triacanthos	Honeylocust	2/2	To remain
19	7"	Acer negundo	Boxelder	4/4	To remain	47	10"	Gleditsia triacanthos	Honeylocust	2/2	To remain
20	10"/10"	Acer negundo	Boxelder	4/4	To remain	48	10"	Fraxinus pennsylvanica	Green Ash	3/3	To remain
21	6"	Acer negundo	Boxelder	4/4	To remain	49	12"	Picea pungens 'Glaucia'	Blue Spruce	3/3	To remain
22	8"	Picea pungens var. glauca	Colorado Blue Spruce	2/2	To remain	50	10"	Fraxinus pennsylvanica	Green Ash	3/3	To remain
23	29"	Populus deltoides	Cottonwood	4/3	To remain	51	9"	Fraxinus pennsylvanica	Green Ash	4/4	To remain
24	10"	Picea pungens var. glauca	Colorado Blue Spruce	3/3	To remain	52	21"	Picea pungens 'Glaucia'	Blue Spruce	2/2	To remain
25	10"	Acer negundo	Boxelder	4/4	To remain	53	8"	Pinus nigra	Austrian Pine	2/2	To remain
26	10"/15"	Acer negundo	Boxelder	4/4	To remain	54	7"	Pinus nigra	Austrian Pine	2/2	To remain
27	16"	Acer negundo	Boxelder	4/4	To remain	55	9"	Pinus nigra	Austrian Pine	2/2	To remain
28	10"/10"	Acer negundo	Boxelder	4/4	To remain						

Condition Rating Scale

RATING	DESCRIPTION	GENERAL CRITERIA
1	Excellent	The tree has no apparent defects. This category is typically reserved for larger mature trees in excellent condition.
2	Very Good	Contains little or no deadwood, has few defects and appears healthy.
3	Average	The tree may contain some deadwood or other manageable defects.
4	Poor	The tree possesses numerous major defects. Maintenance and monitoring of the tree is needed.
5	Very Poor	75 percent or more of the tree is dead. Most trees in this condition should be removed.

Tree Removal and Replacement Calculations

Qty.	Caliper (DBH)	Required Replacement Trees	Provided Replacement Trees
0	3"-7"	0	
3	8"-12"	4 (excludes 3 ash trees)	
2	13"-19"	9 (excludes 1 ash tree)	
0	20"-25"	2	
1	26"-29"	1 (clump form)	
0	30"-35"	0	
1	36"+	8	
7	(includes 2 ash trees)		
7	(excludes 2 ash trees)	24 (excludes 2 ash trees)	28 (excludes parking lot and foundation trees)

NOTE: Ash trees designated for removal are included in the quantity of trees to be removed but not included in required replacement tree calculations.

TREE INVENTORY PLAN

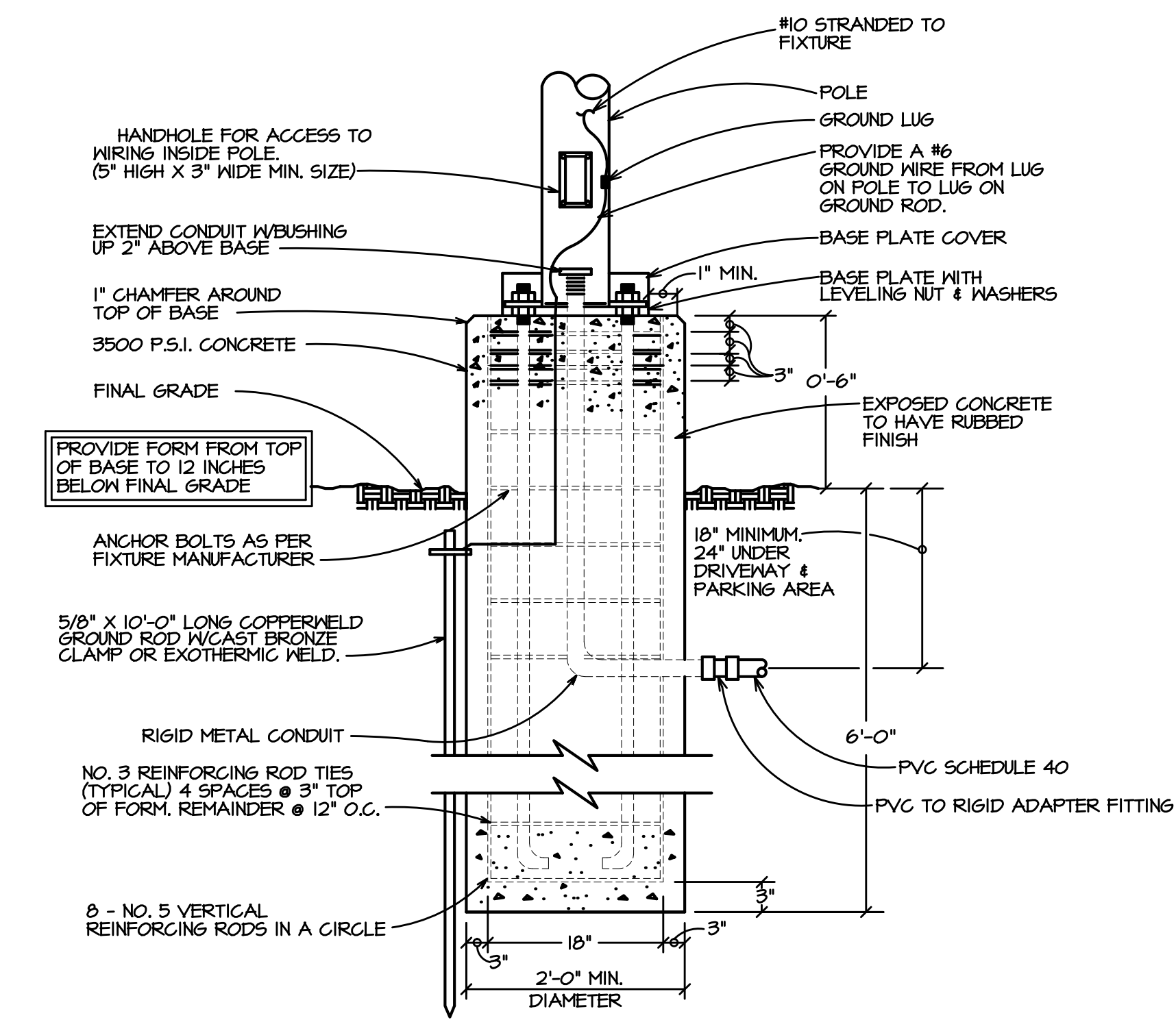
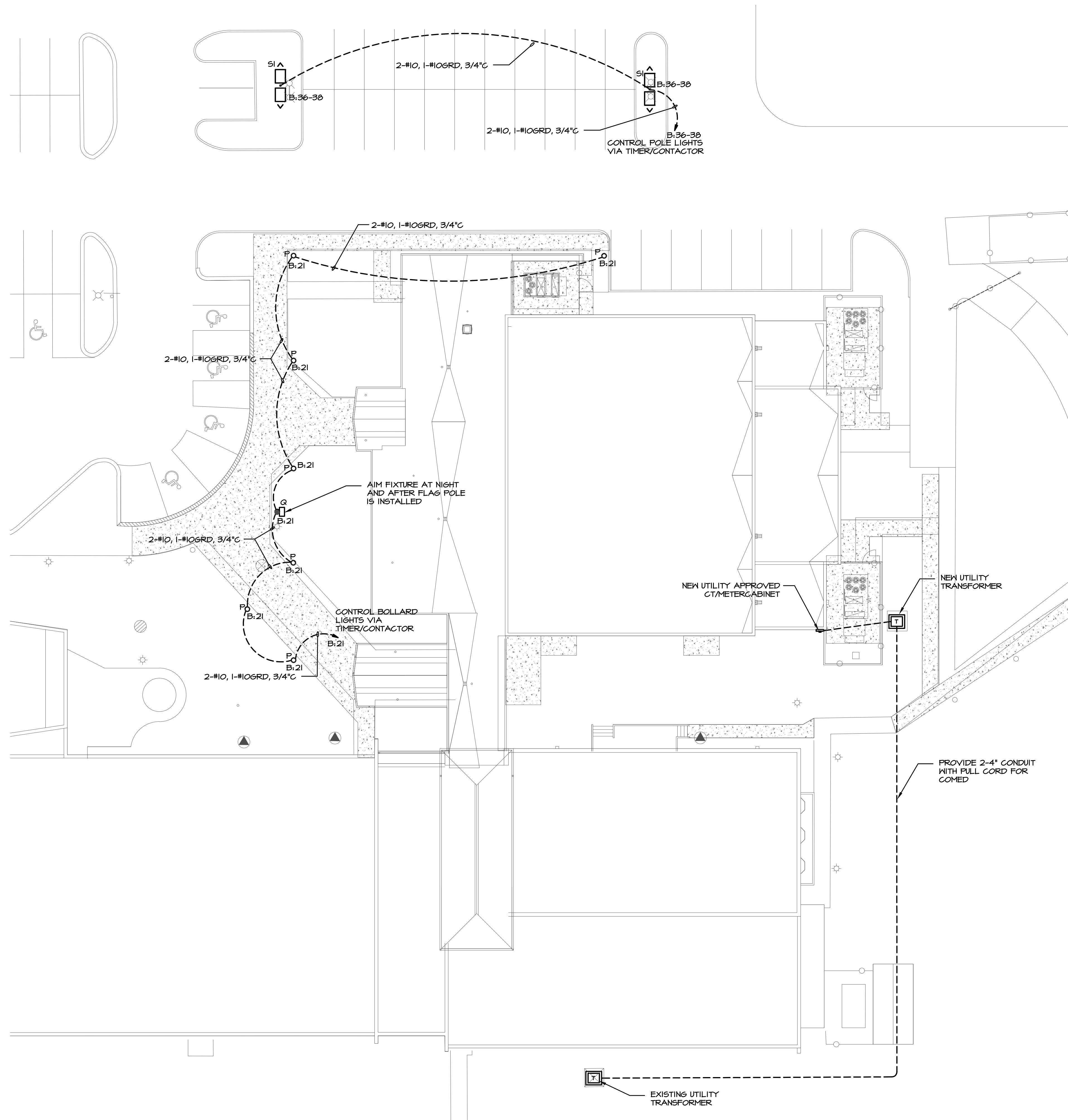
1"=30'

NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARLINGTON HEIGHTS, IL 60004

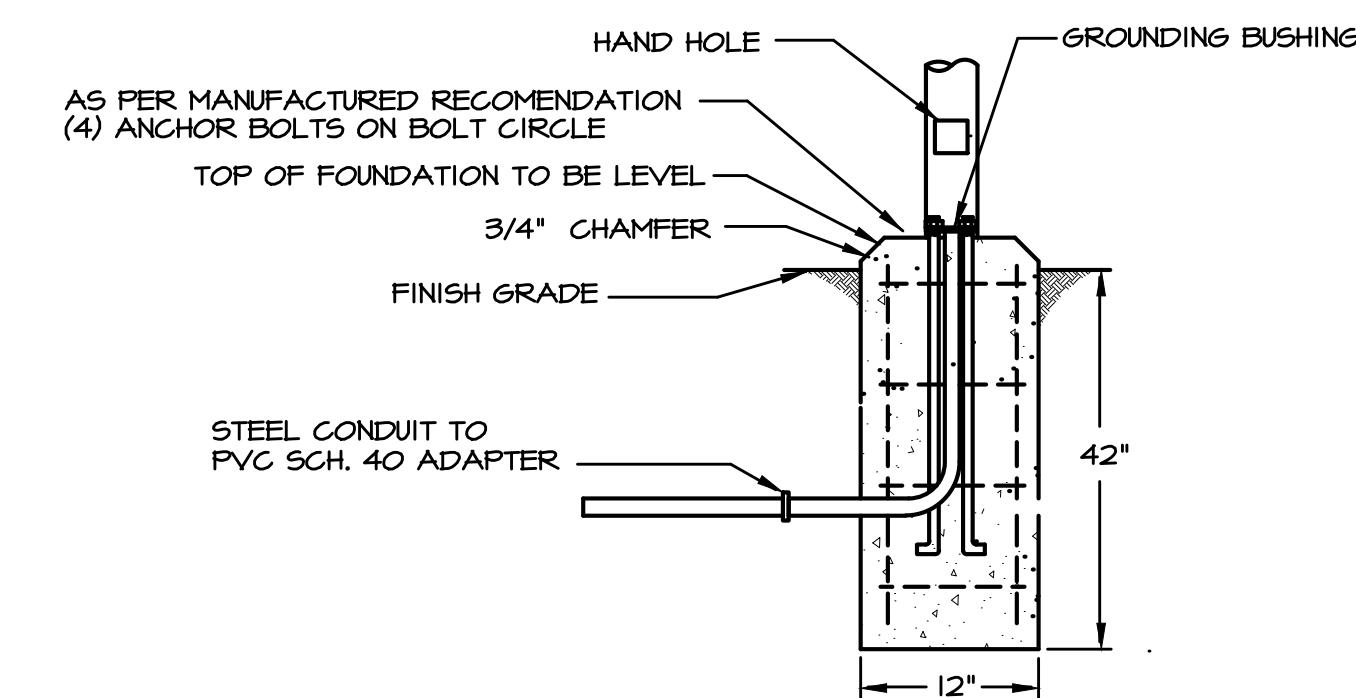


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LANDSCAPE ARCHITECTS
350 N. Milwaukee Avenue, Libertyville, Illinois 60068
T 847.932.0209 F 847.932.0204

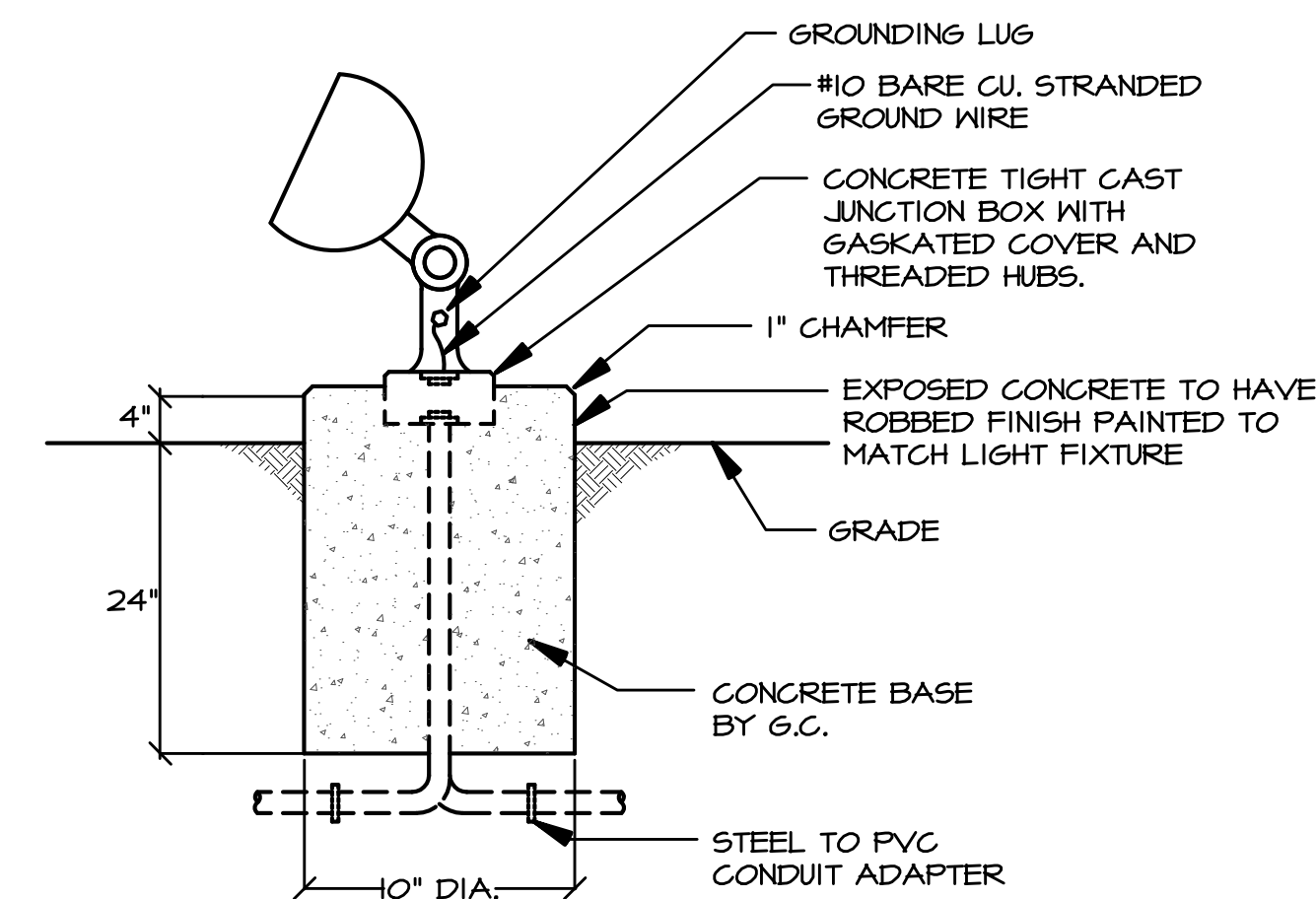
	VILLAGE REVIEW COMMENTS	09.25.17
	PLAN COMMISSION SUBMITTAL	08.18.17
	ADDENDUM #2	05.12.17
	ADDENDUM #1	05.10.17
	80% SET	05.01.17
	100% DD	03.01.16
	95% DD	02.23.16
	50% DD	02.09.16
NO.	DESCRIPTION	DATE
TREE INVENTORY		
DRAWN:	DRM	PLOT DATE: 6/23/2017
CHECKED:	DRM	
JOB NUMBER:	1722	L2.0



1 **DETAIL - CONCRETE POLE BASE**
SCALE: _____ NONE



DETAIL - BOLLARD BASE
NOT TO SCALE



DETAIL - GROUND MOUNTED FLOOD LIGHT
NOT TO SCALE

1 ELECTRICAL SITE PLAN

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



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MECHANICAL/ELECTRICAL
ENGINEERING, LLC.

3875 Pratum Avenue
Hoffman Estates, Illinois 60192
PH: (224) 293-6333 FAX: (224) 293-6444
www.wtengineering.com
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NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARLINGTON HEIGHTS, IL 60004

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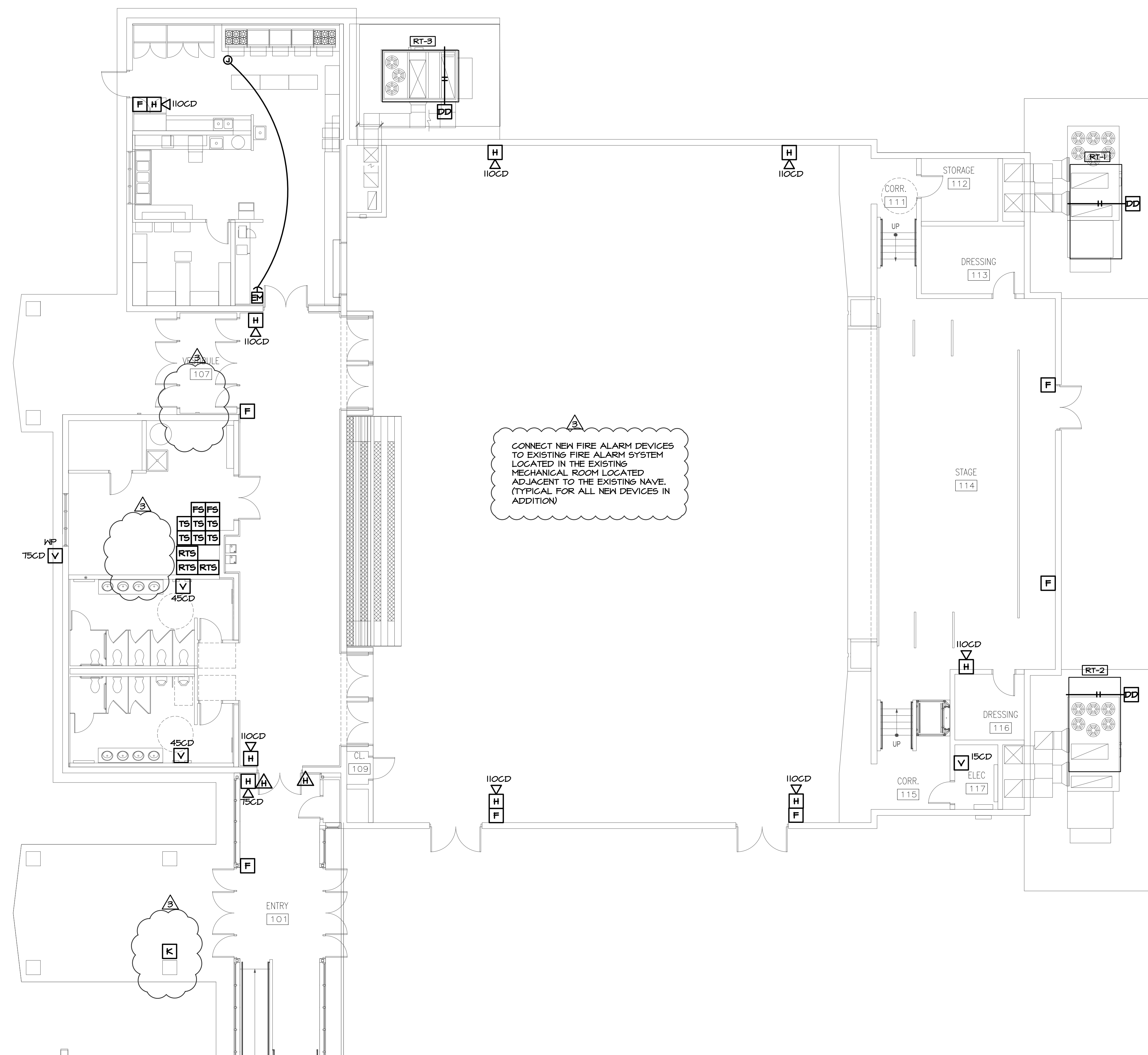
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ASSOCIATES, LTD., ARCHITECTS
350 S. NORTHWEST HIGHWAY, SUITE 106, PARK RIDGE, IL
60068
847.692.6166 Fax: 847.692.2002
www.jka-architects.com



ADDENDUM #1	05.02.17
BID SET	05.01.17
100% DD	12.13.16
95% DD	02.23.16
50% DD	02.09.16

NO.	DESCRIPTION	DATE
SITE PLAN		
DRAWN:	AT, BC, KM	PLAT DATE: 05/01/2017
CHECKED:	STT	
JOB NUMBER:	M16025	ES1.1

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CONNECT NEW FIRE ALARM DEVICES TO EXISTING FIRE ALARM SYSTEM LOCATED IN THE EXISTING MECHANICAL ROOM LOCATED ADJACENT TO THE EXISTING NAVE. (TYPICAL FOR ALL NEW DEVICES IN ADDITION)

FIRE ALARM GENERAL NOTES:

- 1. PROVIDE ALL ALARM DEVICES, NOTIFICATION DEVICES, PANELS, ETC. REQUIRED BY LOCAL CODES. PROVIDE NETWORK/TERMINATION PANELS AS REQUIRED.
- 2. PROVIDE COMPLETE FIRE ALARM PERMIT AND CONSTRUCTION DOCUMENTS. SUBMIT DOCUMENTS TO PERMITTING AUTHORITY AND RE-SUBMIT BASED ON COMMENTS. OBTAIN AGENCY APPROVAL PRIOR TO INSTALLATION.
- 3. PROVIDE HORN/STROBE DEVICES AS REQUIRED BY LOCAL FIRE OFFICIALS AND WIRE TO FIRE ALARM CONTROL PANEL. DEVICE LAYOUT IS REPRESENTATIVE ONLY. PROVIDE ACTUAL QUANTITY OF DEVICES PER IFC AND PER LOCAL AUTHORITY HAVING JURISDICTION REQUIREMENTS.
- 4. PROVIDE BATTERY AND VOLTAGE DROP CALCULATIONS.

NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARLINGTON HEIGHTS, IL 60004

JNKA ARCHITECTS
JAEGER NICKOLA KUHLMAN ASSOCIATES, LTD., ARCHITECTS
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847.692.0166 Fax 847.692.2002



NO.	DESCRIPTION	DATE
FIRE ALARM PLAN		
DRAWN: AT, BC, KM		PLOT DATE: 05/01/2017
CHECKED: SIT	E3.1	
JOB NUMBER: M16025		

1 ELECTRICAL FIRE ALARM PLAN
SCALE: 1/8" = 1'-0"



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MECHANICAL AND ELECTRICAL ENGINEERS
2675 Pratum Avenue
Hoffman Estates, Illinois 60132
PH: (224) 293-6333 FAX: (224) 293-6444
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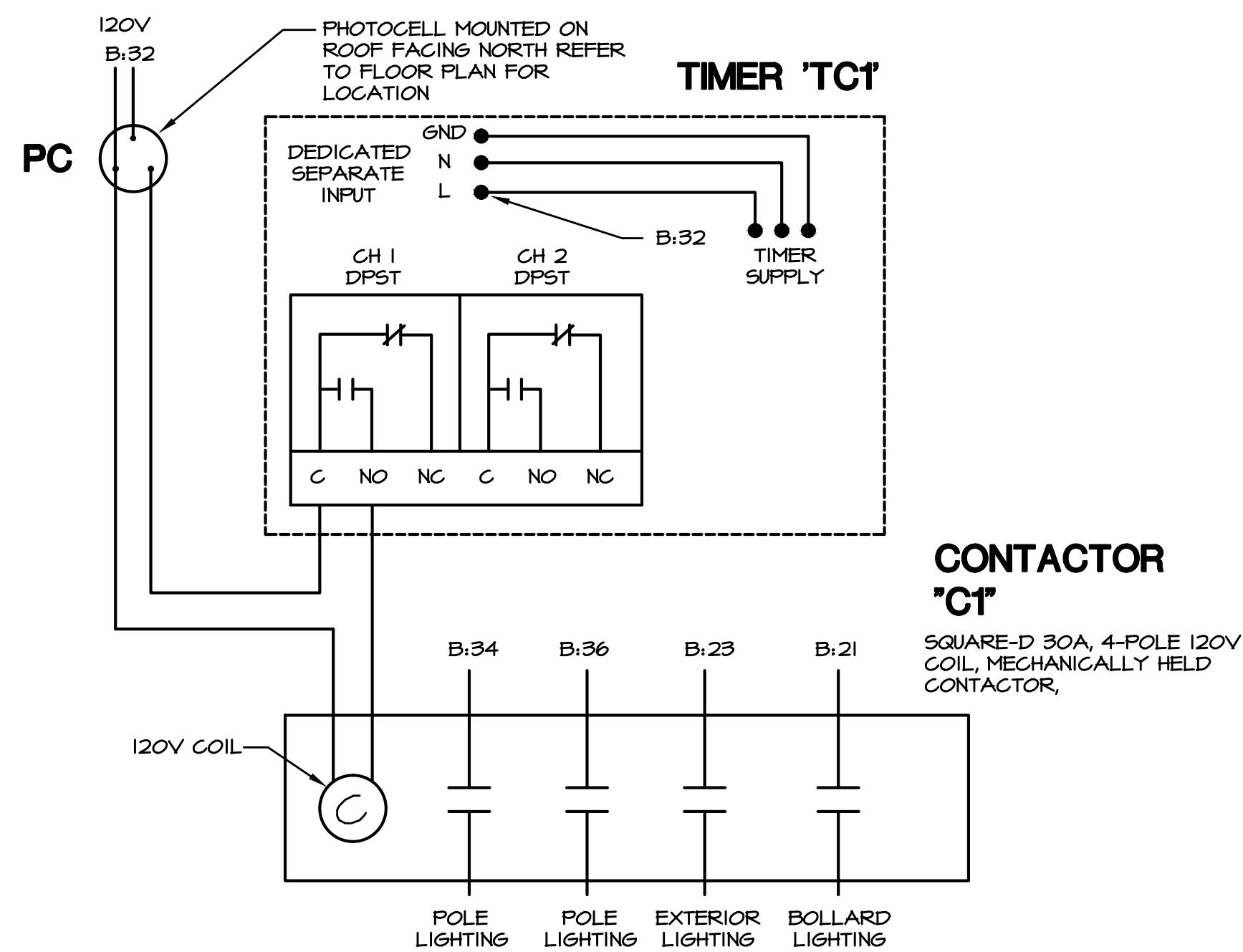


DIAGRAM - CONTACTOR & TIMER
NOT TO SCALE

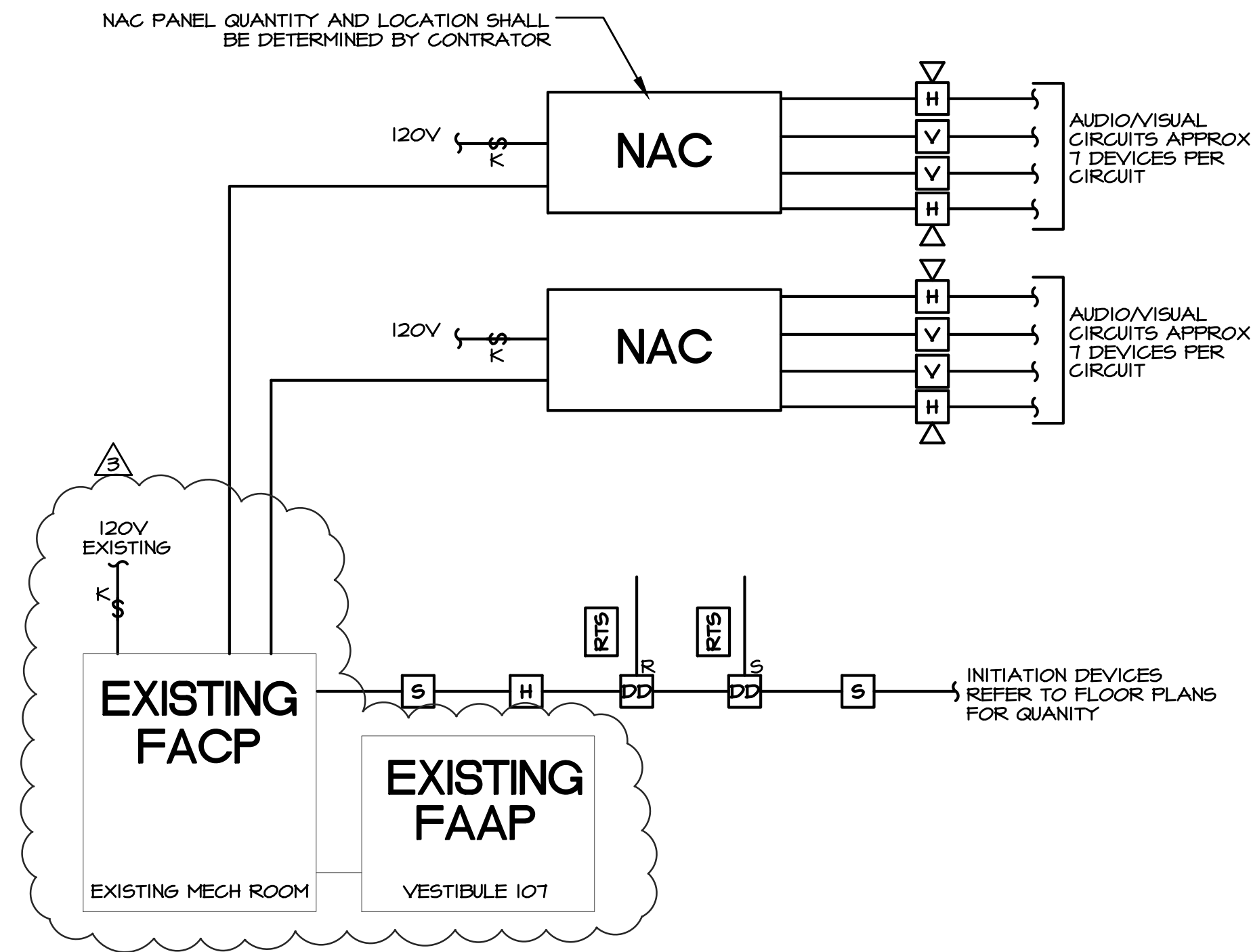
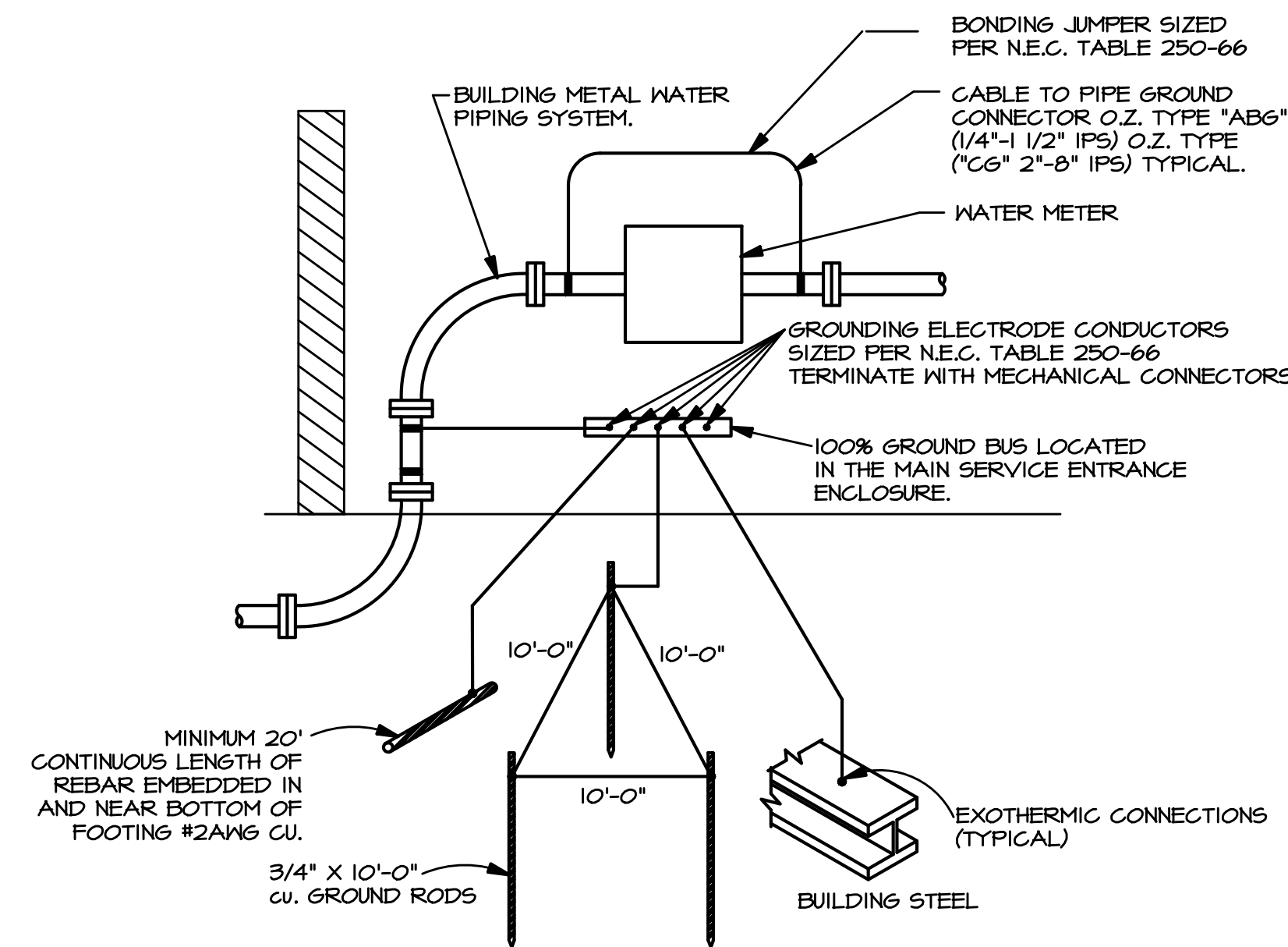


DIAGRAM - FIRE ALARM RISER
NOT TO SCALE

NOTE: RISER IS DIAGRAMMATIC IN NATURE, CONTRACTOR IS RESPONSIBLE FOR FINAL LAYOUT AND RISER SUBMITTED IN SHOP DRAWINGS.



DETAIL - GROUNDING ELECTRODE SYSTEM
NO SCALE

WIRING SCHEDULE	
TAG	CONDUIT/CONDUCTORS
1	2 SETS OF 4-#600KCMIL, 4\"/>

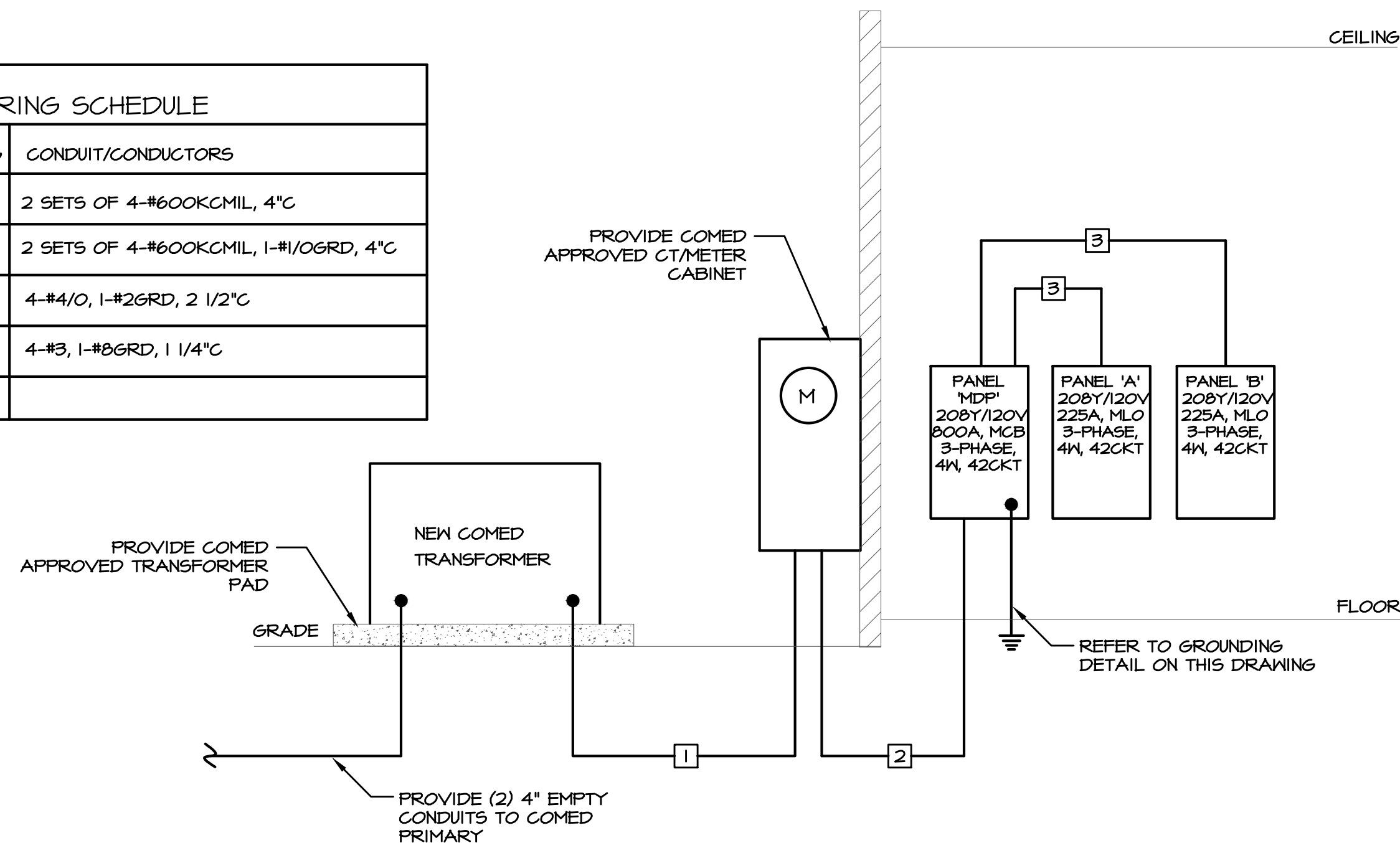


DIAGRAM - RISER DIAGRAM
NOT TO SCALE

NEW ADDITION AND INTERIOR RENOVATIONS TO:
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NO.	DESCRIPTION	DATE
1	COMMENT RESPONSES	09.25.17
2	ADDENDUM #1	05.02.17
3	BID SET	05.01.17
4	100% DD	12.13.16
5	95% DD	02.23.16
6	50% DD	02.09.16

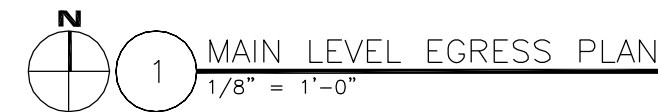
DETAILS AND DIAGRAMS

DRAWN: AT, BC, KM
CHECKED: STT
JOB NUMBER: M16025

E4.1

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2675 Pratum Avenue
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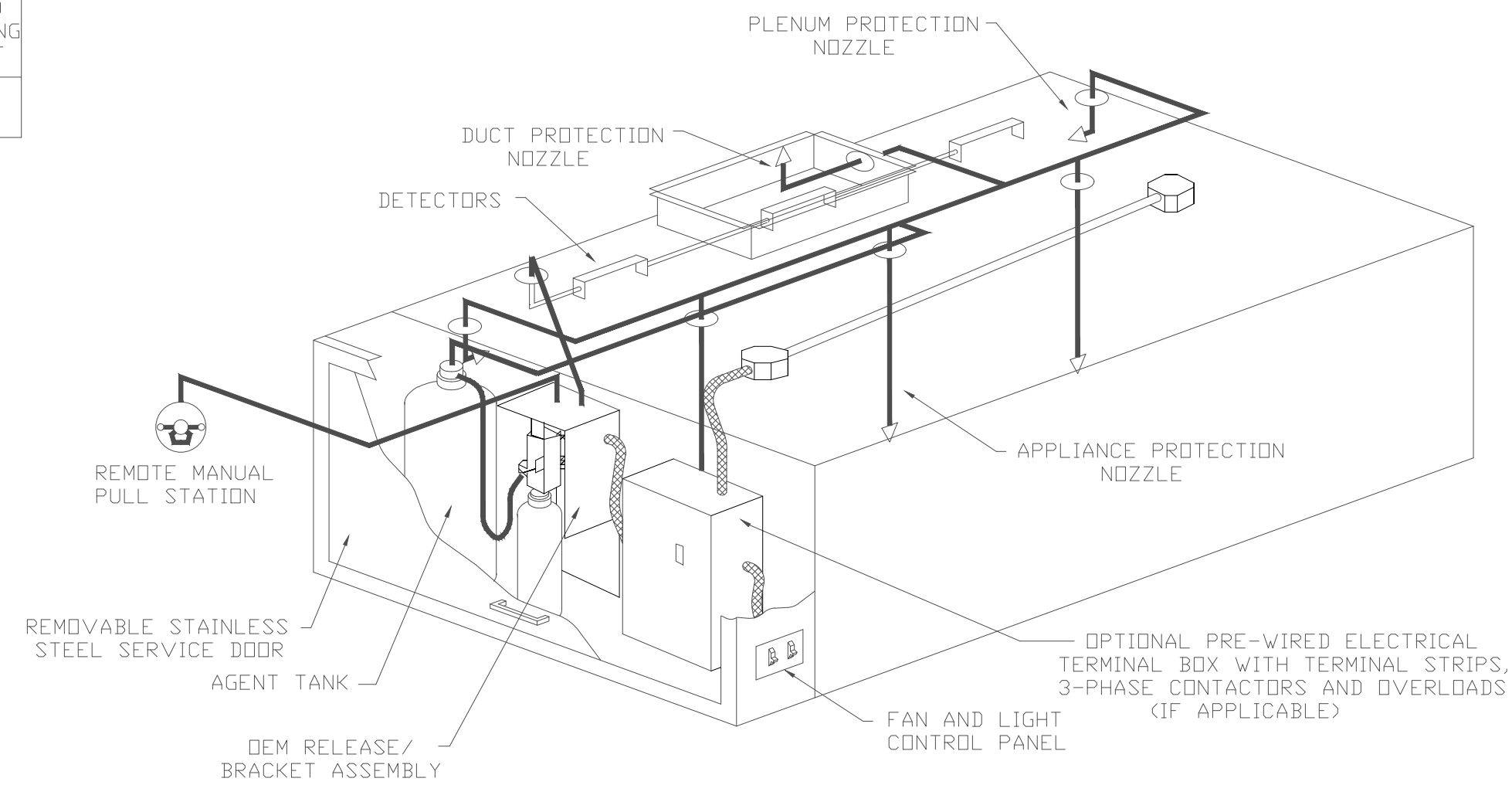


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HOOD NO.	TAG	MODEL	LENGTH	MAX. COOKING TEMP.	EXHAUST PLENUM RISER(S)					HOOD CONSTRUCTION	HOOD CONFIG.		
					TOTAL EXH. CFM	WIDTH	LENG.	DIA.	CFM		S.P.	END TO END	ROW
1		5424 ND-2	16' 0.00'	600 Deg.	3600			14"	1800	-0.930"	430 SS	ALONE	ALONE
								14"	1800	-0.930"	Where Exposed		

HOOD NO.	TAG	FILTER(S)				LIGHT(S)				UTILITY CABINET(S)				FIRE SYSTEM PIPING	HOOD HANGING WIGHT	
		TYPE	QTY.	HEIGHT	LENGTH	EFFICIENCY @ 9 MICRONS	QTY.	TYPE	WIRE GUARD	LOCATION	FIRE SYSTEM		ELECTRICAL			SWITCHES
											TYPE	SIZE	MODEL #			QUANTITY
1	Captrate Solo Filter	12	16"	16"	93% See Filter Spec.	5	L55 Series E26	NO	Left	Ansul R102	3.0/1.5	DCV-1011	1 Light 1 Fan	YES	808 LBS	

HOOD NO.	TAG	OPTION									
1		FIELD WRAPPER 18.00" High Front, Left									
		BACKSPLASH 80.00" High X 207.00" Long 430 SS Vertical									
		RIGHT END STANDOFF 3" Wide 54" Long Insulated									
		RIGHT SIDESPLASH 80.00" High X 54.00" Long 430 SS Vertical									
		LEFT WIDE VERTICAL END PANEL 42" Top Width, 36" Bottom Width, 80" High Insulated 4" Legs 430 SS									



EXHAUST RISER

HANGING ANGLE

16" CAPTRATE SOLD FILTER WITH HOOK

3" INTERNAL STANDOFF

IT IS THE RESPONSIBILITY OF THE ARCHITECT/OWNER TO ENSURE THAT THE HOOD CLEARANCE FROM LIMITED-COMBUSTIBLE AND COMBUSTIBLE MATERIALS IS IN COMPLIANCE WITH LOCAL CODE REQUIREMENTS.

GREASE DRAIN WITH REMOVABLE CUP

80"

54"

4"

LSS SERIES E26 CANOPY LIGHT FIXTURE - HIGH TEMP ASSEMBLY, INCLUDES CLEAR THERMAL AND SHOCK RESISTANT GLOBE (LSS FIXTURE)

FIELD WRAPPER 18.00" HIGH (SEE HOOD OPTIONS TABLE)

24" NOM.

48.0" MAX

80" AFF REFERENCE

BACKSPLASH 80.00" HIGH X 207.00" LONG

EQUIPMENT BY OTHERS

19 1/2"

4"

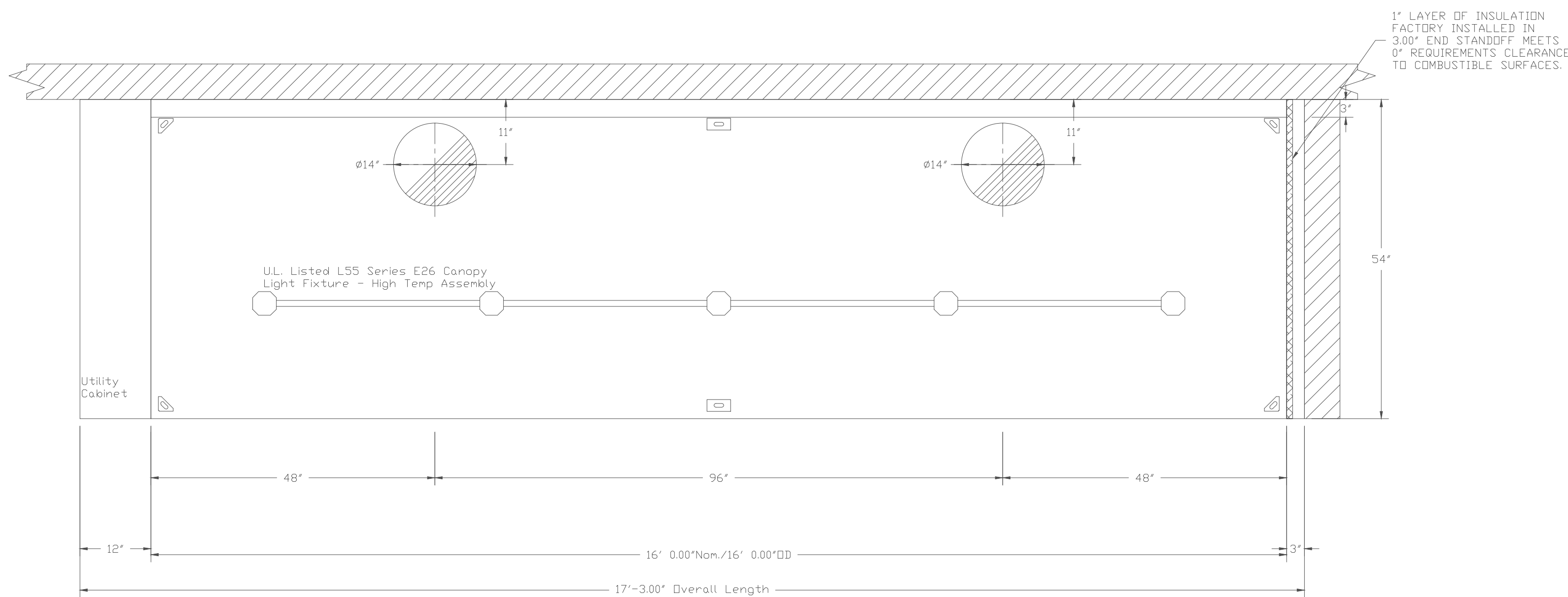
GAS CHASE OUTPUT (FOR GAS AND POWER LINES)

36"

42"

LEFT WIDE VERTICAL END PANEL WITH ADJUSTABLE LEGS

SECTION VIEW - MODEL 5424ND-2
HOOD - #1



PLAN VIEW - Hood #1
16' 0.00" LONG 5424ND-2

NOTE: Additional hanging angles provided for hoods 12' and longer.



2777 Finley Rd., Ste. 27, Downers Grove, IL, 60515 PHONE: (630) 705-3960 FAX: (919) 227-5980 EMAIL: reg73@captiveaire.com

St Edna's Catholic Church - Arlington Hts
ARLINGTON HEIGHTS, IL, 60005

DATE: 2/9/2016

DWG.#:

DRAWN BY:

SCALE:
3/4" = 1' 0"

MASTER DRAWING



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2675 Pratum Avenue

Hoffman Estates, Illinois 60192
PH: (224) 293-6333 FAX: (224) 293-6444

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**NEW ADDITION AND INTERIOR RENOVATIONS TO:
ST. EDNA CATHOLIC CHURCH
2525 N. ARLINGTON HEIGHTS RD. ARL.**



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 350 S. NORTHWEST HIGHWAY, SUITE 106, PARK RIDGE, IL
 60068
 847.692.6166 Fax 847.692.2002



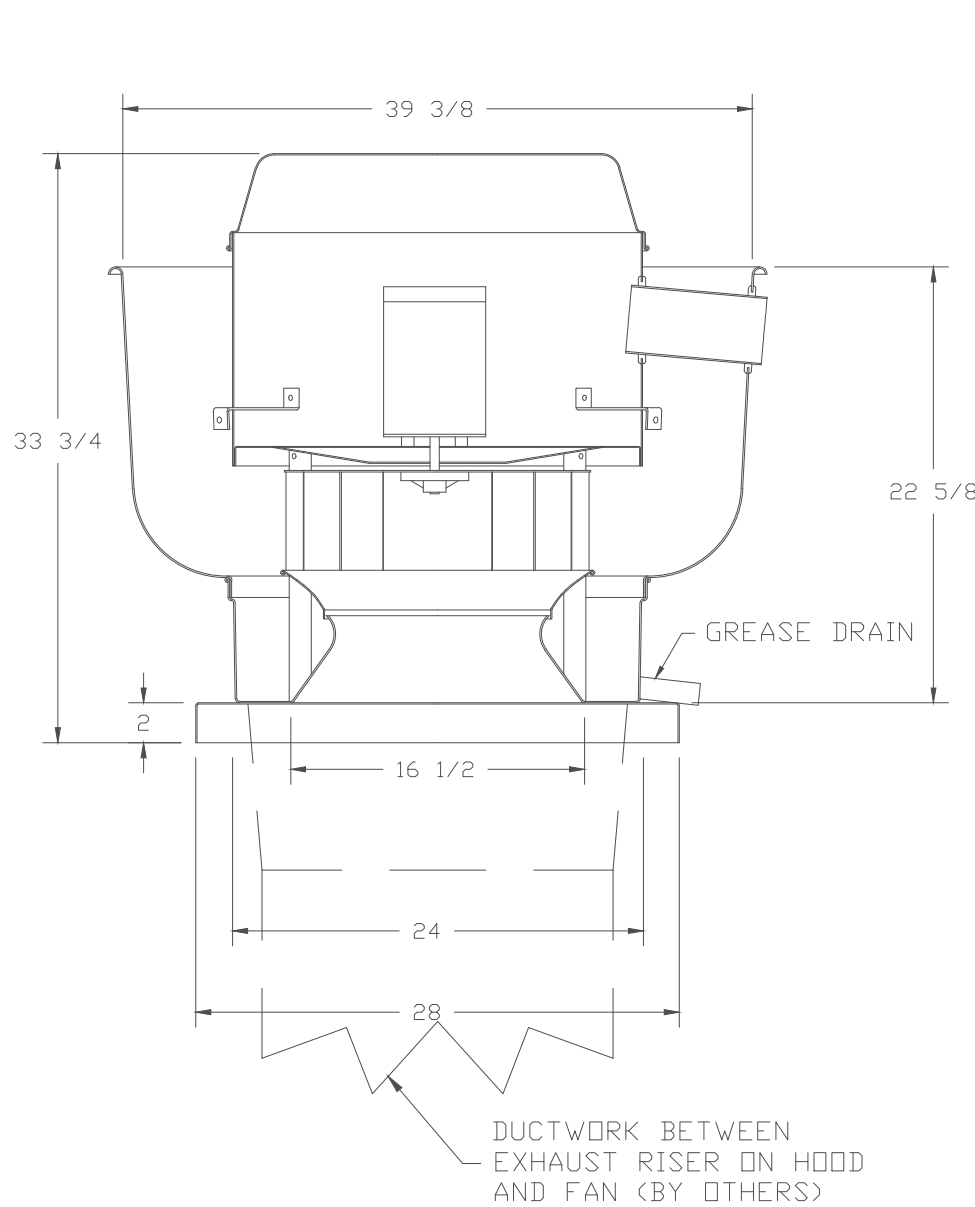
	BID SET	05.01.17
	100% DD	12.13.16
	95% DD	02.23.16
	50% DD	02.09.16

NO.	DESCRIPTION	DATE
MECHANICAL DETAILS & SPECIFICATIONS		
DRAWING: AT, BC, KM		PLOT DATE: 05/01/2017
CHECKED: STT	M3.1	
JOB NUMBER: M16025		

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FAN UNIT NO.	TAG	FAN UNIT MODEL #	CFM	ESP.	RPM	H.P.	B.H.P.	Ø	VOLT	FLA	WEIGHT (LBS.)	SONES
1		DUI80HFA	3600	1.500	1442	3.000	1.5730	3	208	9.5	117	23

NO.	TAG	PACKAGE #	LOCATION	SWITCHES		OPTION	FANS CONTROLLED				
				LOCATION	QUANTITY		TYPE	#	H.P.	VOLT	FLA
1		DCV-1011	Utility Cabinet Left	Utility Cabinet Left Head # 1	1 Light 1 Fan	Smart Controls DCV	Exhaust	3	3.000	208	9.5

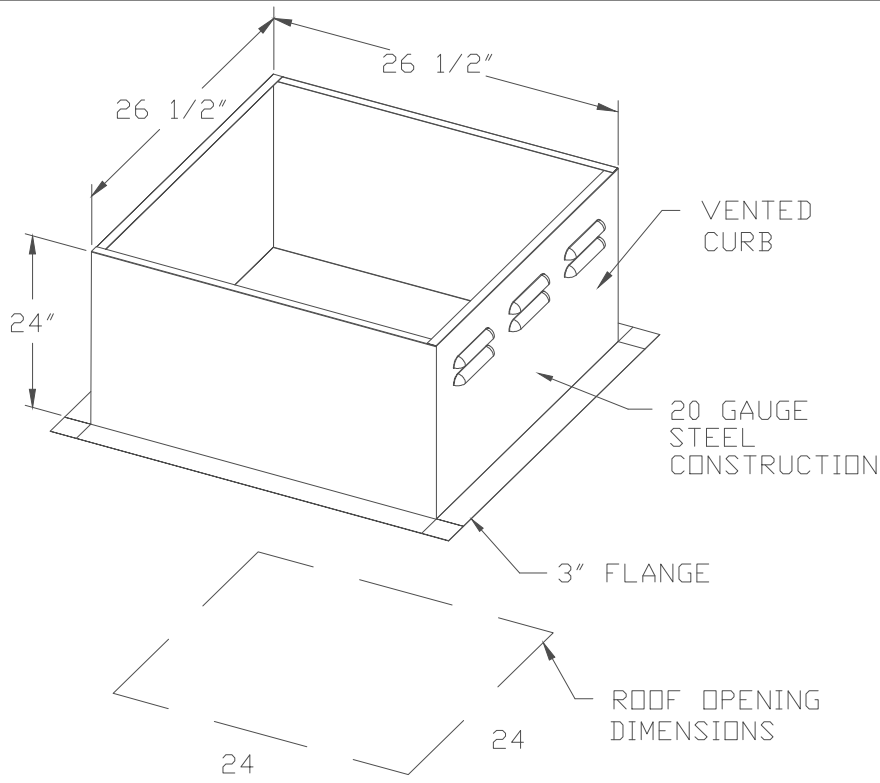


- ROOF MOUNTED FANS
- RESTAURANT MODEL
- UL705 AND UL762
- VARIABLE SPEED CONTROL
- INTERNAL WIRING
- WEATHERPROOF DISCONNECT
- THERMAL OVERLOAD PROTECTION (SINGLE PHASE)
- HIGH HEAT OPERATION 300°F (149°C)
- GREASE CLASSIFICATION TESTING

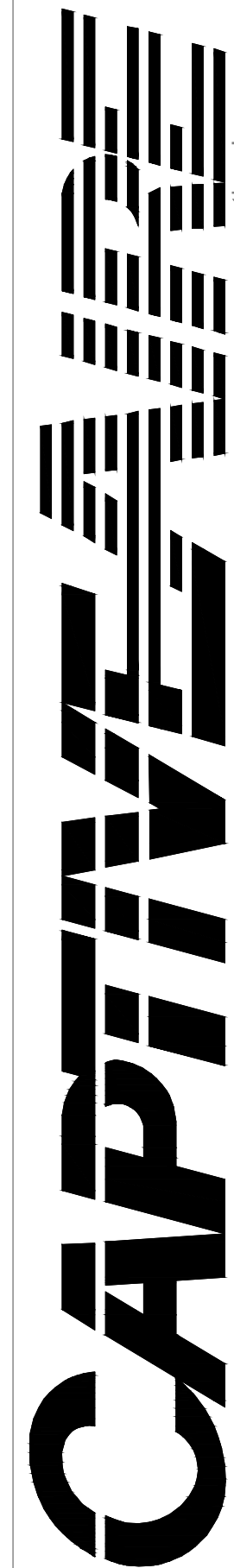
EXHAUST FAN MUST OPERATE CONTINUOUSLY WHILE EXHAUSTING AIR AT 300°F (149°C) UNTIL ALL FAN PARTS HAVE REACHED THERMAL EQUILIBRIUM, AND WITHOUT ANY DETERIORATING EFFECTS TO THE FAN WHICH WOULD CAUSE UNSAFE OPERATION.

EXHAUST FAN MUST OPERATE CONTINUOUSLY WHILE EXHAUSTING BURNING GREASE VAPORS AT 600°F (316°C) FOR A PERIOD OF 15 MINUTES WITHOUT THE FAN BECOMING DAMAGED TO ANY EXTENT THAT COULD CAUSE AN UNSAFE CONDITION.

GREASE BOX
FAN BASE CERAMIC SEAL - FOR GREASE DUCTS



DESCRIPTION		DATE:
△		
△		
△		
△		



CHICAGO MECHANICAL OFFICE

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EXP. 11-30-4;

St Edna's Catholic Church - Arlington Hts
ARLINGTON HEIGHTS, IL, 60005

DATE: 2/9/2016

DWG.#
2560653

SCALE:
3/4" = 1'-0"

MASTER DRAWING

W-T

**W-T MECHANICAL/ELECTRICAL
ENGINEERING, LLC.**

MECHANICAL AND ELECTRICAL ENGINEERS

2675 Pratum Avenue

Hoffman Estates, Illinois 60192
PH: (224) 293-6333 FAX: (224) 293-6444

www.wtengineering.com

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NO.	DESCRIPTION	D
MECHANICAL DETAILS & SPECIFICATIONS		

DRAIN:	PLOT DATE:
AT, BC, KM	05/01/2017

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JOB NUMBER

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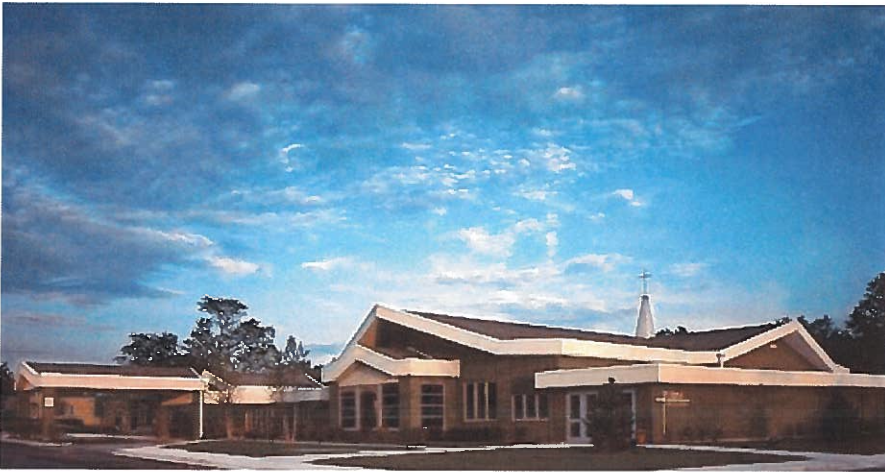
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August 2013

St. Edna Catholic Church

Parish Center Traffic and Parking Study



Prepared for:

**Jaeger, Nickola
& Associates,
Ltd.**

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Suite A

Grayslake, IL 60030

(847) 223-4804

601 W. Randolph St., Suite 500

Chicago, IL 60661

(312) 463-0551 52

MEMORANDUM

To: Ms. Susan Maish
Jaeger, Nickola & Associates, Ltd.

From: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

Date: October 25, 2012

Re: Proposed Parish Center
St. Edna's Catholic Church
Arlington Heights, Illinois



This report summarizes the traffic and parking analysis for a proposed Parish Center at Saint Edna's Catholic Church in Arlington Heights, Illinois. The church is located at 2525 North Arlington Heights Road on the east side of the street. St. Edna's Church proposes to demolish the existing rectory (7,569 square feet) and build a Parish Center (11,000 square feet). The parking lot will be expanded from 356 to 401 or 395 spaces.

The purpose of the study is to observe the existing traffic patterns in the area, to determine the traffic characteristics of the development, and to analyze the future traffic conditions and access needs. The following sections of this report present a detailed description of the proposed site, the existing transportation conditions, the proposed development's traffic and parking characteristics, and the future transportation conditions.

EXISTING CONDITIONS

Site Location and Area Land-Use

The site is located on the east side of Arlington Heights Road in Arlington Heights, Illinois. It is currently occupied by two buildings served by three access drives on Arlington Heights Road. Land-uses near the site include single-family subdivisions to the north, east, south, and west. West of the site is the Chicago Futabakai Japanese School. **Figure 1** illustrates the site location and the adjacent roadways. *(All figures are located at the end of this report)*

Roadway Characteristics

Arlington Heights Road is a north-south, major arterial roadway extending from Elk Grove Village thru Arlington Heights to Long Grove, Illinois. It has two through lanes in each direction with a flush painted left-turn median. A pedestrian crossing signal and six foot crosswalk are located across Arlington Heights Road just north of Waverly Road. Arlington Heights Road is under the jurisdiction of the Cook County Highway Department and has a posted speed limit of 35 miles per hour (mph).

Bike Routes

An existing bike path runs along the south side of the St. Edna Church property and crosses Arlington Heights Road at the existing pedestrian signal. It then follows the side walk south to Waverly Road and continues west on Waverly Road.

Existing Traffic Volumes

Weekday afternoon (4:00 to 6:00 PM) and Sunday morning (9:00 AM to Noon) manual traffic counts were conducted at the entrances to the church on Arlington Heights Road. These counts showed the peak-hours of traffic occurring from 5:00 to 6:00 PM on a weekday, from 9:00 to 10:00 AM for the inbound Sunday peak at the church, and 10:30 AM to 11:30 AM for outbound traffic. The week day count was done during the religious education classes. The Sunday peaks coincides with the start and end of the 9:30 AM Mass which has the largest attendance. Arlington Height Road carries two-way traffic volumes ranging from 2,525 vehicles per hour (vph) during the evening peak to 1,000 and 1,400 vph on Sunday in front of the church. Pedestrian crossings at the signal ranged from 7 to 41 persons including bicyclists. The existing traffic volumes are shown in **Figure 2** and included in the **Appendix**.

The north driveway serving the church is restricted to right-out only. However, during the Sunday counts, illegal left-turns into the site were observed at this location.

Existing Traffic Operations

In order to quantify the operations of each intersection, the Highway Capacity Manual was used to define the capacity and vehicular delay of each intersection during the peak hours. The level of service ranges from LOS A to LOS F, with LOS A having minimal delays and LOS E/F having high levels of delay. **Table 1** summarizes the existing level of service results of the study intersections. Copies of the capacity analyses can be found in **Appendix**.

Table 1
Existing Intersection Level of Service

Intersection	Sunday Inbound Peak	Sunday Inbound Peak	Evening Peak Hour
North Driveway on Arlington Heights Road	Sb Left- LOS A- 8.3 sec <u>Wb Right- LOS A- 9.5 sec</u> Overall – LOS A- 9.1 sec	Sb Left- LOS A- 9.0 sec <u>Wb Right- LOS B- 10.7 sec</u> Overall – LOS B- 10.6 sec	<u>Wb Right- LOS B- 13.0 sec</u> Overall – LOS B- 13.08 sec
Center Driveway ⁽¹⁾ on Arlington Heights Road	Wb Right- LOS D- 40.2 sec Wb Left- LOS D- 40.3 sec Nb Th/Rt- LOS A- 7.0 sec Sb Thru- LOS A- 2.2 sec <u>Sb Left – LOS A- 3.1 sec</u> Overall- LOS A- 4.2	Wb Right- LOS C- 33.6 sec Wb Left- LOS C- 34.5 sec Nb Th/Rt- LOS B-12.9 sec Sb Thru- LOS A- 5.3 sec <u>Sb Left – LOS A- 6.5 sec</u> Overall- LOS B- 11.0	Sb Left- LOS B-12.2 sec Wb Right- LOS F- 60+ sec <u>Wb Left- LOS B- 12.9 sec</u> Overall – LOS E- 42.6 sec
South Driveway on Arlington Heights Road	Sb Left- LOS A- 8.7 sec <u>Wb Rt/Lt- LOS B- 14.2 sec</u> Overall – LOS A- 9.9 sec	Sb Left- LOS A- 9.5 sec <u>Wb Rt/Lt- LOS D- 26.7 sec</u> Overall – LOS C- 24.4 sec	<u>Wb Rt/Lt- LOS E- 50.0 sec</u> Overall – LOS E- 50.0 sec

(1) During the Sunday peaks, the Center Drive is under police control. In the evening peak, the intersection is under stop sign control.

Each driveway is under stop sign control at Arlington Heights Road. On Sundays, the church uses two police officers to direct traffic entering or exiting traffic at the Center Drive. Each intersection works well under stop sign control during the Sunday peaks but experiences some delay for exiting left-turns during the weekday peak due to the volume of commuter traffic on Arlington Heights Road. Longer delays onto major arterials at unsignalized driveways are not an uncommon occurrence.

SITE CHARACTERISTICS

Church Activities

St. Edna's Church has five weekly masses: Saturday at 5:00 PM, Sunday at 7:30 AM, 9:30 AM, 11:30 AM, and 5:30 PM. Religious education classes for students in Kindergarten thru 5th grade are divided among three sessions during the week: Tuesdays from 4:15 to 5:30 PM and 6:00 to 7:15 PM and Wednesday from 4:15 to 5:30 PM. Other programs are provided throughout the day at the church but are much smaller in size.

Site Plan

The site plan includes the demolition of the existing rectory (7,569 square feet) and building a new Parish Center (10,800 square feet) on the east side of the site. The parking lot will be expanded from 356 to 395 spaces.

The purpose of the new Parish Center is to provide a large gathering space for existing activities that occur in the Doherty Center. The Doherty Center has ten multi-purpose rooms with movable walls that can create a large meeting space. It also has a kitchen, bathrooms, and additional rooms/office. It does not have a stage. During the course of the week, the multi-purpose rooms are constantly reconfigured for the different program needs of the church. The room changes require time and staff to complete. Based on discussions with church staff, no new programs are planned with the Parish Center that will generate new traffic or parking on the site.

Trip Generation

Traffic generation at the existing church is shown below in **Table 2**.

Table 2
Existing Traffic Volumes at St. Edna's Church

Sunday Inbound Peak			Sunday Outbound Peak			Evening Peak		
In	Out	Total	In	Out	Total	In	Out	Total
274	13	287	173	242	415	97	61	158

Trip Distribution

The trip distribution for the church is based on the existing traffic volumes and is shown on **Table 3** and **Figure 3**.

Table 3
Directional Distribution

Distribution	Weekday	Sunday Inbound	Sunday Outbound
North on Arlington Heights Road	47%	57%	56%
South on Arlington Heights Road	53%	43%	44%
Total	100%	100%	100%

Site Parking Requirements

The parking requirements for the proposed planned development are based on the Village of Arlington Heights's Zoning Code are summarized in **Table 4**. With the proposed Parish Center, the number of required parking spaces is 565 spaces with 395 spaces provided resulting in a parking variation needed of 170 spaces.

The Arlington Heights' Zoning Code is based on the maximum occupancy of the site for the permitted uses on-site, assuming that those peaks occur simultaneously. St. Edna's Church does not plan using the church sanctuary, the Doherty and Hurley Centers, and the new Parish Center simultaneously.

Table 4
Proposed Site Plan Parking Requirements

Scenario	Use	Size	Village Requirement	Parking Required
Revised Planned Development	Sanctuary	1,030 seats	1 space per 5 seats	206
	Office	4,500 sq. ft.	1 space per 300 sq. ft.	15
	Multi-Purpose Rooms	645 persons	30% of Occupancy	194
	Parish Center	500 persons	30% of Occupancy	150
	Total Required			565
	Proposed Supply			395

Parking Surveys

EEA conducted parking surveys concurrently with the traffic counts at the church. **Table 5** summarized the on-site parking usage in 15 minute increments on a Sunday during mass and on a Tuesday when religious education classes were held.

Table 5
St. Edna's Parking Survey
(356 Existing Parking Spaces)

Time	Sunday, September 9, 2012				Tuesday, October 2, 2012		
	Church Lot	School Lot	Total	Percent	Time	Church Lot	Percent
9:00 AM	35	0	35	10%	4:00 PM	18	5%
9:15 AM	86	0	86	24%	4:15 PM	38	11%
9:30 AM	241	7	248	70%	4:30 PM	26	7%
9:45 AM	294	10	304	85%	4:45 PM	22	6%
10:00 AM	296	11	307	86%	5:00 PM	26	7%
10:15 AM	298	11	309	87%	5:15 PM	27	7%
10:30 AM	289	11	300	84%	5:30 PM	37	10%
10:45 AM	162	2	164	46%	5:45 PM	34	9%
11:00 AM	91	0	91	26%	6:00 PM	62	17%
11:15 AM	123	0	123	35%			
11:30 AM	220	1	221	62%			
11:45 AM	284	2	286	80%			
Noon	290	2	292	82%			

The peak-parking demand was at 10:15 AM with 309 total parkers or 87% of the parking lot's capacity. During the Sunday counts, a few church members were parking in the Futabakai School parking lot (11 vehicles) even though spaces were available in the church lot. No church parking in the school lot was observed during the Tuesday religious education classes.

ANALYSES

Parking Supply

The proposed site plan increases the parking lot from 356 spaces to 395 spaces (+11%). Additional parking is provided by expanding the parking lot to the east in two parking bays north of the new Parish Center. The southern parking bay is aligned with the parking aisle serving the Center Driveway which allows traffic to enter the lot and go straight to the new parking area bypassing the pick-up/drop-off area in front of the church.

The additional parking provided on-site will accommodate more parking during peak holiday conditions.

North Church Driveway

The North Church driveway was originally an outbound only driveway with separate left and right turn lanes under stop sign control. This drive was then narrowed to a right-turn out only. Two "Do Not Enter" and two "Right Turns Only" signs are provided at the driveway.

During the Sunday counts, left-turns were observed turning into the North Drive from southbound Arlington Heights Road (32 vehicles over three hours). These cars are avoiding the queue and wait to turn left at the Center Drive. When the peak traffic is entering the parking lot, very little traffic is exiting at the same time, so drivers see the driveway as clear and make the turn. This activity did not occur during the weekday observations.

EEA recommends that church remind the congregation that the North Drive is exit only and turns into the drive are prohibited and not safe. To further discourage left-turns into the drive, plastic bollards could be installed to narrow the driveway within the parking lot. Using plastic bollards will still allow emergency equipment from the fire station to the north on Arlington Heights Road to use this drive as an access point if the other drives are blocked.

Center Church Driveway

The Center Church driveway has one inbound lane and two outbound lanes (left and right). Police control is provided during the Sunday morning services and works well. During the weekday PM peak, the left-turns out operate at LOS F which is not uncommon for unsignalized driveways on major arterials. However the volume of traffic exiting after religious education classes is significantly less than during Sunday mass.

South Church Driveway

This driveway has one inbound and one outbound lane. It works well under stop sign control during the Sunday peaks but experiences some delay (LOS E) during the weekday peak due to the volume of commuter traffic on Arlington Heights Road. Longer delays onto major arterials at unsignalized driveways are not an uncommon occurrence. The low exiting volumes at this drive on a weekday do not create problems or queuing problems. No changes are proposed at this drive.

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	North Drive/Arlington Hts Road		
Agency/Co.	EEA			Jurisdiction	IDOT/Arlington Heights		
Date Performed	10/3/2012			Analysis Year	2012		
Analysis Time Period	Sunday Outbound Peak						
Project Description							
East/West Street: St Edna North Drive				North/South Street: Arlington Heights Road			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		678		4	795		
Peak-Hour Factor, PHF	1.00	0.96	1.00	0.96	0.82	1.00	
Hourly Flow Rate, HFR (veh/h)	0	706	0	4	969	0	
Percent Heavy Vehicles	0	--	--	1	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T		L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						58	
Peak-Hour Factor, PHF	1.00	1.00	0.80	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	58	
Percent Heavy Vehicles	0	0	1	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	1	
Configuration						R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		
v (veh/h)		4			58		
C (m) (veh/h)		895			695		
v/c		0.00			0.08		
95% queue length		0.01			0.27		
Control Delay (s/veh)		9.0			10.7		
LOS		A			B		
Approach Delay (s/veh)	--	--	10.7				
Approach LOS	--	--	B				

Overall LOS B-10.6

CONCLUSIONS

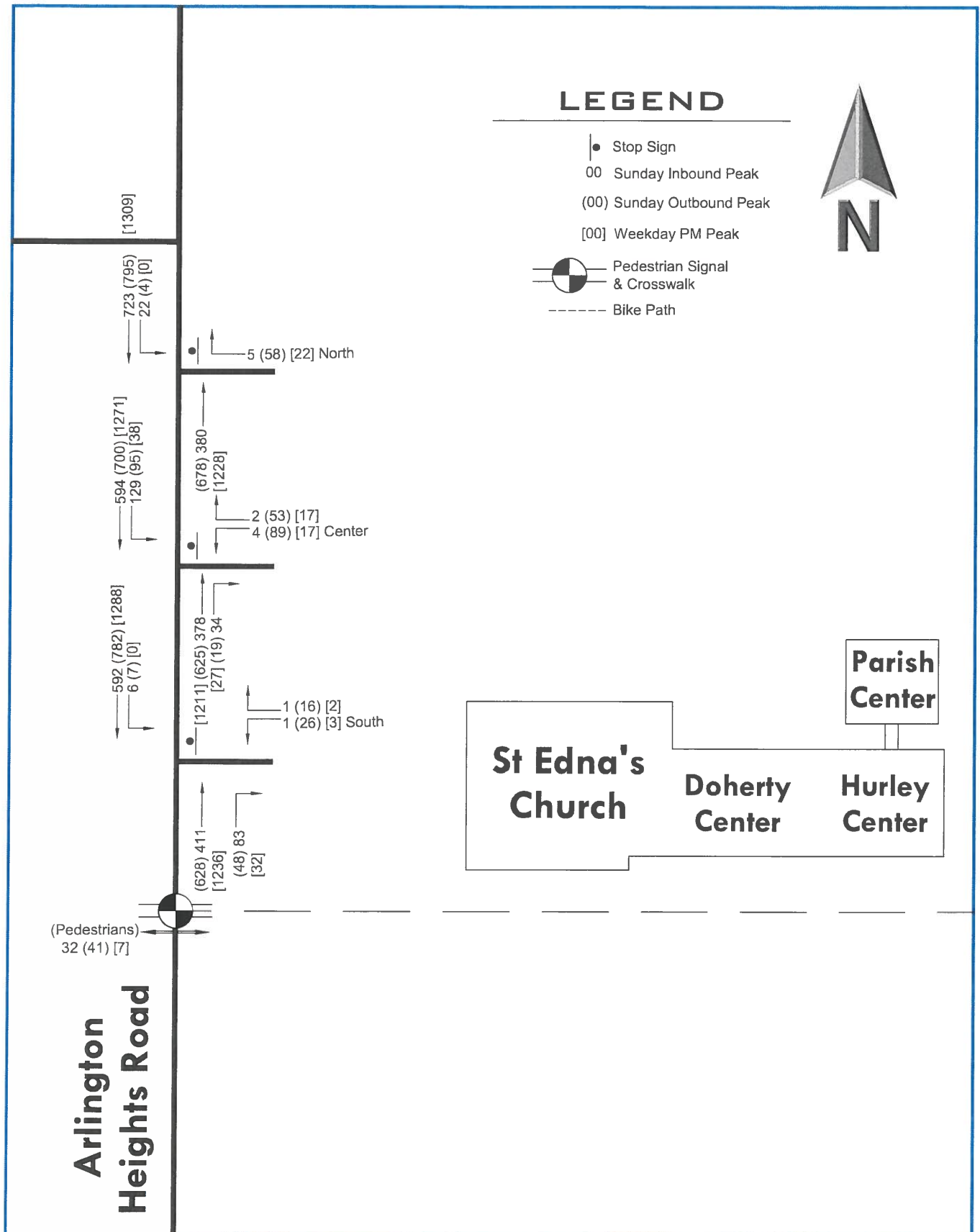
The preceding traffic and parking analysis analyzed the proposed Parish Center developed the following conclusions:

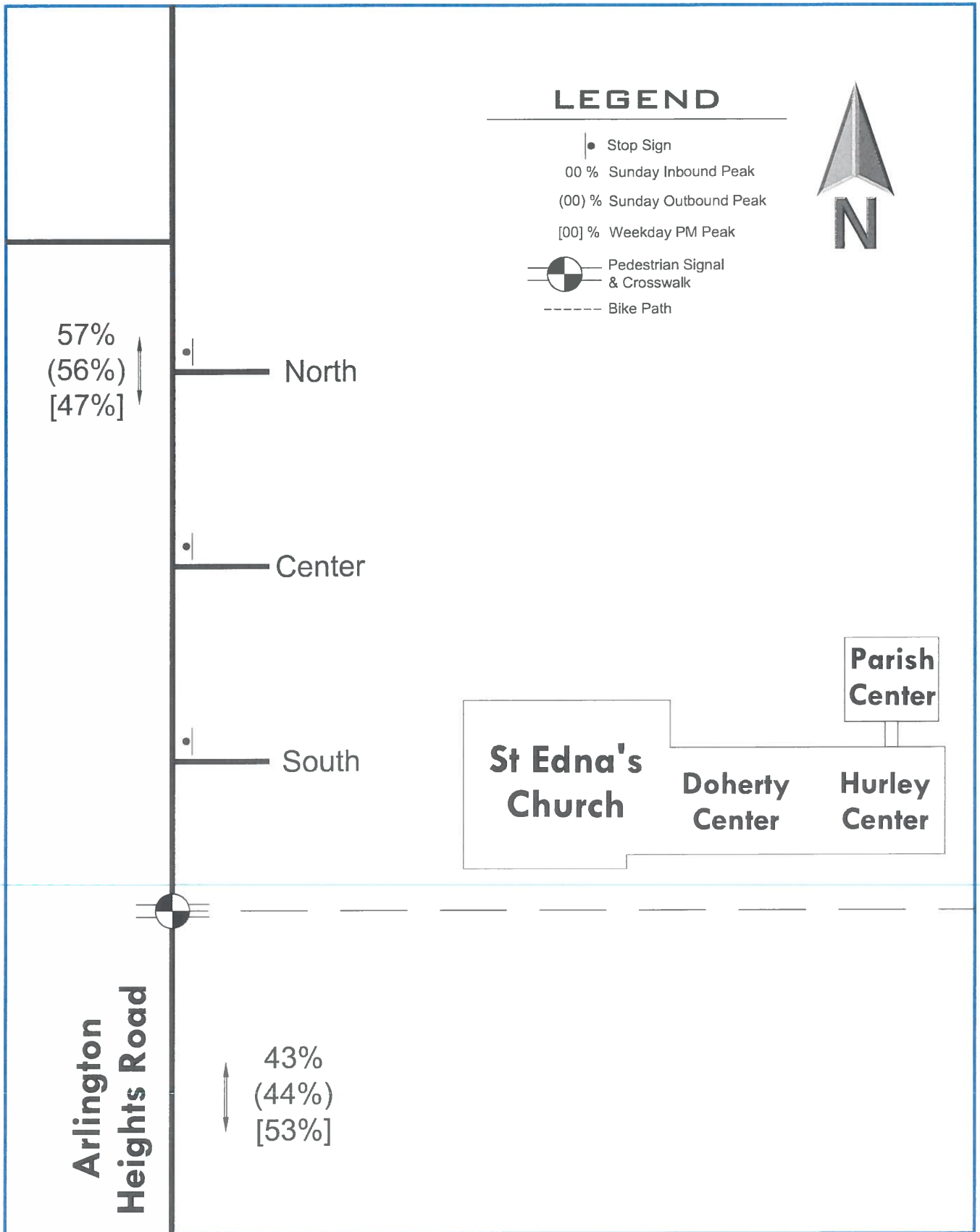
- The proposed use of the Parish Center will not increase the trip generation or parking demand at St. Edna's Church.
- Plastic bollards could be installed at the North Driveway to prevent left-turns into the driveway from Arlington Heights Road. They would be located on church property.
- No improvements are required at the South Driveway.
- The parking supply will be increased from 356 spaces to 395 spaces which meets the needs of the church.
- A parking variation of 170 spaces from the zoning code is warranted because the St. Edna's Church does not plan of scheduling two concurrent events in the Parish Center and the existing Church facilities.

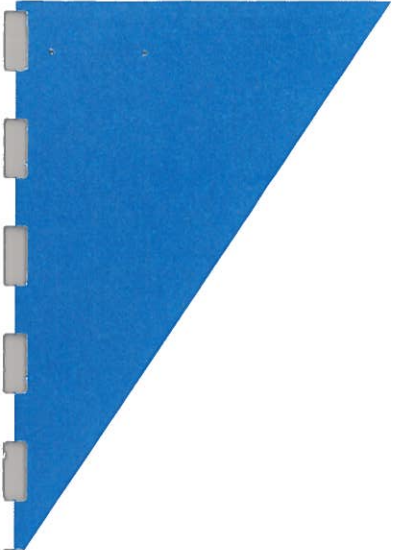


Site Location and Area Roadways

Figure 1







Appendix

- 2012 Traffic Counts
- Existing Capacity Analyses

Intersection Traffic Counts



Arlington Heights, Illinois

St. Edna's Church Drives on Arlington Heights Road

Sunday, September 9, 2012

Begin Time	North			Center			Southern			60 Minute Totals			St Edna's Church Totals			Arlington Heights Road at South Entrance			Pedestrian Crossing	
	Exit Drive		In	Site Access Drive		In	Site Access Drive		In	15 Minute Totals		Total	In		Total	NB		Total	15 Minute Totals	
	Left	Right		Left	Right		Left	Right		Left	Right		Left	Right		Thru	SB		Minute Totals	60 Minute Totals
9:00 AM	10	0	18	0	0	6	1	0	0	16	51	287	51	0	51	90	132	222	0	32
9:15 AM	8	3	75	1	1	26	4	0	1	48	167	240	161	6	167	118	187	305	13	32
9:30 AM	3	1	34	1	2	2	1	1	0	18	63	92	58	5	63	98	115	213	18	20
9:45 AM	1	1	2	0	1	0	0	0	0	1	6	160	4	2	6	105	158	263	1	27
10:00 AM	0	0	0	0	1	1	1	0	0	1	4	241	3	1	4	110	130	240	0	39
10:15 AM	0	7	2	3	3	0	0	0	1	3	19	299	5	14	19	147	182	329	1	40
10:30 AM	0	25	0	29	44	0	0	12	19	2	131	415	2	129	131	149	196	345	25	41
10:45 AM	0	23	4	18	32	2	1	2	4	1	87	372	8	79	87	145	199	344	13	24
11:00 AM	0	6	28	3	6	6	2	0	0	11	62	299	47	15	62	166	201	367	1	13
11:15 AM	4	4	63	3	7	11	4	2	3	34	135		116	19	135	168	186	354	2	
11:30 AM	6	6	42	4	2	5	1	0	0	22	88		76	12	88	189	191	380	8	
11:45 AM	0	4	4	0	0	2	0	0	0	4	14		10	4	14	247	209	456	2	
Total	32	80	0	62	99	61	15	17	28	161			541	286	827	1732	2086	3818	84	
Inbound Peak 9:00-10:00 AM	22	5	129	2	4	34	6	1	1	83	287		274	13	287	411	592	1003	32	
Outbound Peak 10:30-11:30 AM	4	58	95	53	89	19	7	16	26	48	415		173	242	415	628	782	1410	41	

Tuesday, October 2, 2012

Begin Time	North			Center			Southern			60 Minute Totals			St Edna's Church Totals			Arlington Heights Road at South Entrance			Pedestrian Crossing	
	Exit Drive		In	Site Access Drive		In	Site Access Drive		In	15 Minute Totals		Total	In		Total	NB		Total	15 Minute Totals	
	Left	Right		Left	Right		Left	Right		Left	Right		Left	Right		Thru	SB		Minute Totals	60 Minute Totals
4:00 PM	0	5	14	1	2	5	0	0	0	9	36	76	28	8	36	268	259	527	2	3
4:15 AM	0	3	0	4	14	4	0	0	0	5	30	49	9	21	30	270	271	541	0	1
4:30 PM	0	1	0	1	2	0	0	1	0	1	6	55	1	5	6	302	345	647	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	3	4	104	4	0	4	279	332	611	1	4
5:00 PM	0	1	3	2	1	1	0	0	0	1	9	158	5	4	9	278	318	596	0	7
5:15 PM	0	9	7	2	2	11	0	0	0	5	36	149	23	13	36	328	329	657	0	7
5:30 PM	0	7	7	8	11	9	0	1	2	10	55	113	26	29	55	305	313	618	3	7
5:45 PM	0	5	21	5	3	6	0	1	1	16	58	58	43	15	58	325	328	653	4	4
Total	0	31	52	23	35	37	0	3	3	50			139	95	234	2355	2495	4850	10	
5:00-6:00 PM	0	22	38	17	17	27	0	2	3	32	158		97	61	158	1236	1288	2524	7	

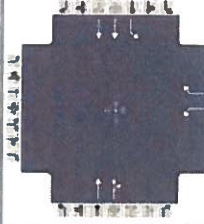
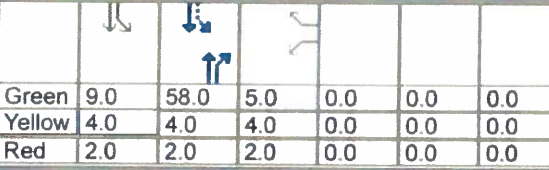
TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	SBC				Intersection	North Drive/Arlington Hts Road		
Agency/Co.	EEA				Jurisdiction	IDOT/Arlington Heights		
Date Performed	10/1/2012				Analysis Year	2012		
Analysis Time Period	Sunday Inbound Peak							
Project Description								
East/West Street: St Edna North Drive					North/South Street: Arlington Heights Road			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		380		22	723			
Peak-Hour Factor, PHF	1.00	0.82	1.00	0.82	0.82	1.00		
Hourly Flow Rate, HFR (veh/h)	0	463	0	26	881	0		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	1	2	0		
Configuration		T		L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)						5		
Peak-Hour Factor, PHF	1.00	1.00	0.80	1.00	1.00	0.80		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	6		
Percent Heavy Vehicles	0	0	1	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	1		
Configuration						R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L			R			
v (veh/h)		26			6			
C (m) (veh/h)		1102			812			
v/c		0.02			0.01			
95% queue length		0.07			0.02			
Control Delay (s/veh)		8.3			9.5			
LOS		A			A			
Approach Delay (s/veh)	--	--	9.5					
Approach LOS	--	--	A					

Overall LOS A-9.1sa

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	North Drive/Arlington Hts Road		
Agency/Co.	EEA			Jurisdiction	IDOT/Arlington Heights		
Date Performed	10/3/2012			Analysis Year	2012		
Analysis Time Period	Weekday PM Peak						
Project Description							
East/West Street: St Edna North Drive				North/South Street: Arlington Heights Road			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		1228		0	1309		
Peak-Hour Factor, PHF	1.00	0.96	1.00	0.96	0.82	1.00	
Hourly Flow Rate, HFR (veh/h)	0	1279	0	0	1596	0	
Percent Heavy Vehicles	0	--	--	1	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T		L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)						22	
Peak-Hour Factor, PHF	1.00	1.00	0.80	1.00	1.00	0.80	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	27	
Percent Heavy Vehicles	0	0	1	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	1	
Configuration						R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L			R		
v (veh/h)		0			27		
C (m) (veh/h)		544			479		
v/c		0.00			0.06		
95% queue length		0.00			0.18		
Control Delay (s/veh)		11.6			13.0		
LOS		B			B		
Approach Delay (s/veh)	--	--	13.0				
Approach LOS	--	--	B				

Overall LOS B - 11.6 sec

HCS 2010 Signalized Intersection Results Summary

General Information					Intersection Information																	
Agency	EEA				Duration, h	0.25																
Analyst	SBC		Analysis Date	Oct 1, 2012		Area Type	Other															
Jurisdiction	IDOT/Arlington Heights		Time Period	9 - 10 AM		PHF	0.82															
Intersection	Arlington Heights/Center D		Analysis Year	2012 Existing		Analysis Period	1> 7:00															
File Name	Inbd Peak.xus																					
Project Description	Police Control																					
Demand Information					EB			WB			NB			SB								
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R						
Demand (v), veh/h								4		2		378	34	129	594							
Signal Information																						
Cycle, s	90.0	Reference Phase	2																			
Offset, s	0	Reference Point	End																			
Uncoordinated	No	Simult. Gap E/W	On																			
Force Mode	Fixed	Simult. Gap N/S	On																			
Green	9.0	58.0	5.0	0.0	0.0	0.0																
Yellow	4.0	4.0	4.0	0.0	0.0	0.0																
Red	2.0	2.0	2.0	0.0	0.0	0.0																
Timer Results					EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT										
Assigned Phase								4		6	5	2										
Case Number								9.0		8.3	1.0	4.0										
Phase Duration, s								11.0		64.0	15.0	79.0										
Change Period, (Y+R ₀), s								6.0		6.0	6.0	6.0										
Max Allow Headway (MAH), s								3.2		0.0	3.1	0.0										
Queue Clearance Time (g _s), s								2.2			4.0											
Green Extension Time (g _e), s								0.0		0.0	0.1	0.0										
Phase Call Probability								1.00			1.00											
Max Out Probability								1.00			0.12											
Movement Group Results					EB			WB			NB			SB								
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R						
Assigned Movement								7		14		6	16	5	2							
Adjusted Flow Rate (v), veh/h								5		2		254	248	157	724							
Adjusted Saturation Flow Rate (s), veh/h/ln								1810		1610		1900	1845	1810	1809							
Queue Service Time (g _s), s								0.2		0.1		5.0	5.0	2.0	4.3							
Cycle Queue Clearance Time (g _c), s								0.2		0.1		5.0	5.0	2.0	4.3							
Capacity (c), veh/h								101		89		1224	1189	797	2934							
Volume-to-Capacity Ratio (X)								0.049		0.027		0.208	0.209	0.197	0.247							
Available Capacity (c _a), veh/h								101		89		1224	1189	797	2934							
Back of Queue (Q), veh/ln (95th percentile)								0.2		0.1		3.3	3.2	0.8	1.5							
Overflow Queue (Q ₃), veh/ln								0.0		0.0		0.0	0.0	0.0	0.0							
Queue Storage Ratio (RQ) (95th percentile)								0.00		0.00		0.00	0.00	0.00	0.00							
Uniform Delay (d ₁), s/veh								40.2		40.2		6.6	6.6	3.0	2.0							
Incremental Delay (d ₂), s/veh								0.1		0.0		0.4	0.4	0.0	0.2							
Initial Queue Delay (d ₃), s/veh								0.0		0.0		0.0	0.0	0.0	0.0							
Control Delay (d), s/veh								40.3		40.2		7.0	7.0	3.1	2.2							
Level of Service (LOS)								D		D		A	A	A	A							
Approach Delay, s/veh / LOS					0.0			40.3			7.0			2.4			A					
Intersection Delay, s/veh / LOS					4.2						A											
Multimodal Results					EB			WB			NB			SB								
Pedestrian LOS Score / LOS					2.7			B			2.2			0.6			A					
Bicycle LOS Score / LOS								F			0.9			A			1.2			A		

HCS 2010 Signalized Intersection Results Summary

General Information						Intersection Information					
Agency		EEA				Duration, h		0.25			
Analyst		SBC		Analysis Date		Oct 1, 2012		Area Type		Other	
Jurisdiction		IDOT/Arlington Heights		Time Period		Sunday outbound Peak		PHF		0.82	
Intersection		Arlington Heights/Center D		Analysis Year		2012 Existing		Analysis Period		1> 7:00	
File Name		Outbd Peak.xus									
Project Description		Police Control									

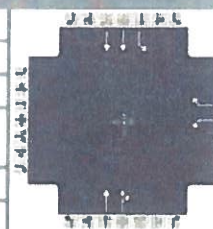
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h							89		53		625	19	95	700	

Signal Information															
Cycle, s	90.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On	Green	9.0	49.0	14.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0					
				Red	2.0	2.0	2.0	0.0	0.0	0.0					

Timer Results		EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase					4		6	5	2
Case Number					9.0		8.3	1.0	4.0
Phase Duration, s					20.0		55.0	15.0	70.0
Change Period, (Y+R _c), s					6.0		6.0	6.0	6.0
Max Allow Headway (MAH), s					3.2		0.0	3.1	0.0
Queue Clearance Time (g _s), s					6.8			4.1	
Green Extension Time (g _e), s					0.2		0.0	0.1	0.0
Phase Call Probability					1.00			1.00	
Max Out Probability					0.02			0.10	

Movement Group Results		EB			WB			NB			SB		
Approach Movement		L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement					7		14		6	16	5	2	
Adjusted Flow Rate (v), veh/h					109		65		395	391	116	854	
Adjusted Saturation Flow Rate (s), veh/h/ln					1810		1610		1900	1880	1810	1809	
Queue Service Time (g _s), s					4.8		3.2		10.8	10.8	2.1	8.0	
Cycle Queue Clearance Time (g _c), s					4.8		3.2		10.8	10.8	2.1	8.0	
Capacity (c), veh/h					281		250		1034	1024	558	2573	
Volume-to-Capacity Ratio (X)					0.386		0.258		0.382	0.382	0.207	0.332	
Available Capacity (c _a), veh/h					281		250		1034	1024	558	2573	
Back of Queue (Q), veh/ln (95th percentile)					3.8		2.2		7.9	7.8	1.2	4.3	
Overflow Queue (Q ₂), veh/ln					0.0		0.0		0.0	0.0	0.0	0.0	
Queue Storage Ratio (RQ) (95th percentile)					0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d ₁), s/veh					34.1		33.4		11.8	11.8	6.4	4.9	
Incremental Delay (d ₂), s/veh					0.3		0.2		1.1	1.1	0.1	0.3	
Initial Queue Delay (d ₃), s/veh					0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (d), s/veh					34.5		33.6		12.9	12.9	6.5	5.3	
Level of Service (LOS)					C		C		B	B	A	A	
Approach Delay, s/veh / LOS		0.0			34.1		C	12.9		B	5.4		A
Intersection Delay, s/veh / LOS		11.0						B					

Multimodal Results		EB		WB		NB		SB	
Pedestrian LOS Score / LOS		2.7	B	2.9	C	2.3	B	0.8	A
Bicycle LOS Score / LOS					F	1.1	A	1.3	A



TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	SBC				Intersection	Center Dr/Arlington Hts Road		
Agency/Co.	EEA				Jurisdiction	IDOT/Arlington Heights		
Date Performed	10/3/2012				Analysis Year	2012 Existing		
Analysis Time Period	Weekday PM Peak							
Project Description								
East/West Street: St Edna's Center Drive					North/South Street: Arlington Heights Road			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		1211	27	38	1271			
Peak-Hour Factor, PHF	1.00	0.96	0.96	0.96	0.96	1.00		
Hourly Flow Rate, HFR (veh/h)	0	1261	28	39	1323	0		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				17		17		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.80	1.00	0.80		
Hourly Flow Rate, HFR (veh/h)	0	0	0	21	0	21		
Percent Heavy Vehicles	0	0	0	1	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		39	21		21			
C (m) (veh/h)		539	48		476			
v/c		0.07	0.44		0.04			
95% queue length		0.23	1.59		0.14			
Control Delay (s/veh)		12.2	128.9		12.9			
LOS		B	F		B			
Approach Delay (s/veh)	--	--	70.9					
Approach LOS	--	--	F					

Overall LOS E - 42.6

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	South Drive/Arlington Hts Road		
Agency/Co.	EEA			Jurisdiction	IDOT/Arlington Heights		
Date Performed	10/1/2012			Analysis Year	2012 Existing		
Analysis Time Period	Sunday Inbound Peak						
Project Description							
East/West Street: St Edna's South Drive				North/South Street: Arlington Heights Road			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		411	83	6	592		
Peak-Hour Factor, PHF	1.00	0.82	0.82	0.82	0.82	1.00	
Hourly Flow Rate, HFR (veh/h)	0	501	101	7	721	0	
Percent Heavy Vehicles	0	--	--	1	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				1		1	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	1	
Percent Heavy Vehicles	0	0	0	1	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		7		2			
C (m) (veh/h)		978		393			
v/c		0.01		0.01			
95% queue length		0.02		0.02			
Control Delay (s/veh)		8.7		14.2			
LOS		A		B			
Approach Delay (s/veh)	--	--	14.2				
Approach LOS	--	--	B				

Overall LOSA - 9.9

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	SBC				Intersection	South Drive/Arlington Hts Road		
Agency/Co.	EEA				Jurisdiction	IDOT/Arlington Heights		
Date Performed	10/1/2012				Analysis Year	2012 Existing		
Analysis Time Period	Sunday Outbound Peak							
Project Description								
East/West Street: St Edna's South Drive					North/South Street: Arlington Heights Road			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		628	48	7	782			
Peak-Hour Factor, PHF	1.00	0.82	0.82	0.82	0.82	1.00		
Hourly Flow Rate, HFR (veh/h)	0	765	58	8	953	0		
Percent Heavy Vehicles	0	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	1	2	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				26		16		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.80	1.00	0.80		
Hourly Flow Rate, HFR (veh/h)	0	0	0	32	0	19		
Percent Heavy Vehicles	0	0	0	1	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		8		51				
C (m) (veh/h)		809		216				
v/c		0.01		0.24				
95% queue length		0.03		0.89				
Control Delay (s/veh)		9.5		26.7				
LOS		A		D				
Approach Delay (s/veh)	--	--	26.7					
Approach LOS	--	--	D					

Overall-LOSC-24.4 sec

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SBC			Intersection	South Drive/Arlington Hts Road		
Agency/Co.	EEA			Jurisdiction	IDOT/Arlington Heights		
Date Performed	10/3/2012			Analysis Year	2012 Existing		
Analysis Time Period	Weekday PM Peak						
Project Description							
East/West Street: St Edna's South Drive				North/South Street: Arlington Heights Road			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		1236	32	0	1288		
Peak-Hour Factor, PHF	1.00	0.96	0.96	0.96	0.96	1.00	
Hourly Flow Rate, HFR (veh/h)	0	1287	33	0	1341	0	
Percent Heavy Vehicles	0	--	--	1	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	2	0	1	2	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				3		2	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.80	1.00	0.80	
Hourly Flow Rate, HFR (veh/h)	0	0	0	3	0	2	
Percent Heavy Vehicles	0	0	0	1	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration					LR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L		LR			
v (veh/h)		0		5			
C (m) (veh/h)		525		85			
v/c		0.00		0.06			
95% queue length		0.00		0.18			
Control Delay (s/veh)		11.9		50.0			
LOS		B		E			
Approach Delay (s/veh)	--	--	50.0				
Approach LOS	--	--	E				

Overall LOS E 50.0





Memorandum

TO: Ms. Susan Maish
Jaeger, Nickola, Kuhlman and Associates

FROM: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

DATE: August 23, 2017
Revised September 25, 2017

RE: St Edna Catholic Church Parish Center
Traffic and Parking Addendum
Arlington Heights, Illinois

This addendum addresses the changes in the St. Edna Catholic Church site plan for their proposed Parish Center on their campus at 2525 North Arlington Heights Road in Arlington Heights, Illinois. Eriksson Engineering Associates had prepared a traffic and parking study, dated October 25, 2013, for a 10,800 square foot Parish Center with 395 parking spaces. That study concluded that the use of the Parish Center does not increase the traffic volumes and parking demand at the church because the use of the center would not occur concurrently with any religious activities in the church. A parking variation of 228 spaces was approved since the peak parking demand was 309 vehicles.

Since the completion of the original study, the site plan has been revised several times and now shows a 13,490 square foot Parish Center with a 377 space parking lot. The required parking, per the Zoning Code, is 629 parking spaces (see attached JNKA memorandum) and requires a variation of 252 spaces.

As indicated previously, the church, the Doherty and Hurley Centers, and the Parish Center would not be used concurrently which require 252, 216, and 161 spaces respectively with each use less than the parking provided. Please note some activity in the Doherty and Hurley Centers occurs during services but not at full occupancy.

Parking surveys by EEA in the 2013 analysis during Sunday services and weekday evening religious education classes found the peak parking demand at 309 spaces on a Sunday. The proposed 378 space parking lot can easily accommodate this demand.

The traffic analysis in the 2013 report analyzed Sunday services and weekday evening religious classes and found good operating conditions. The proposed changes to the site plan will not alter those conclusions.

CONCLUSIONS

The traffic and parking analysis analyzed the proposed Parish Center developed the following conclusions:

1. The proposed use of the Parish Center will not increase the trip generation or parking demand at St. Edna's Church.
2. Plastic bollards could be installed at the North Driveway to prevent left-turns into the driveway from Arlington Heights Road. They would be located on church property.
3. No improvements are required at the South Driveway.
4. The parking supply will be increased from 356 spaces to 377 spaces which meets the needs of the church.
5. A parking variation of 252 spaces from the zoning code is warranted because the St. Edna's Church does not plan on scheduling two concurrent events in the Parish Center and the existing Church facilities.



ST. EDNA NEIGHBORHOOD MEETING MINUTES

DATE: **October 19, 2017**

PROJECT: **St. Edna Catholic Church**

ATTENDING: **See Attached List**

MEETING DATE AND TIME: **Tuesday, October 17th 7:00-9:15 pm**

FROM: **Susan Maish, ALA**
JNKA Architects

JNKA planned a presentation for the neighborhood meeting, but the meeting naturally flowed into a forum question and answer session. The following are the questions asked by the neighbors and the responses given. The questions are not given in the order in which they were asked, but listed by topic.

BUILDING

- ***Why is the building larger?***

JNKA indicated that the building was larger to better accommodate all its multipurpose functions. The new plan accommodates athletic functions as well as the Appreciation Dinner and other larger functions better. The neighbor further asked why is the square footage need greater now than before? JNKA indicated that in the initial stages the plan for the Parish Center was 12,345 square feet and it was value engineered in 2012 to 10,800 sf because of funding. The current plan is more consistent with the initial design. Some neighbors were concerned about young people loitering outside in the parking lot because of the athletic capabilities of the building. JNKA and St. Edna indicated that this is truly a multipurpose building and is not athletically focused. It may look like a gym because of the striping on the floor, but it will be truly multipurpose.

- ***Why is the building taller?***

JNKA and St. Edna indicated that it was both for athletic clearance and the proportions of the room. The building was made larger and therefore also taller. JNKA also indicated that the building is set into the ground. The actual height building when measured from grade is less than the elevations indicate since they are measured from 0'-0" and not grade.

- ***Are blinds provided on the windows in the Parish Center?***
There are motorized blinds on the high west, south, and north windows. The neighbors saw this as an asset. The blinds could prevent the light from leaving the building during night time events.
- ***What is the space between the new building and the Existing building?***
JNKA indicated that it was approximately 30'-0". The neighbors did not think this was a large space.
- ***What will this space be utilized for?***
This space would be used as a courtyard in the future. The access would be from the Parish Center building and link.

SITE PLAN

- ***Has the east edge of the building been shifted farther east?***
JNKA responded that the east edge of the former Rectory and the east edge of the 2013 PUD approved new addition were set back from the east property line 156'-10". The current proposed east edge is setback from the east property line 139'-8". JNKA also noted that the rear setback is 30'-0" from the property line, so St. Edna is well beyond that setback.
- ***Is the site plan that has been submitted the final plan? Or will there be another PUD amendment in the next 10 years adding a freestanding Rectory as was shown to the Parish in 2015?***
JNKA responded and St. Edna confirmed that they have no plans to build a free-standing Rectory.
- ***How much impervious area has been added?***
JNKA indicated that she needed to check how much impervious area was added. The impervious coverage of the proposed plan is 58%. She indicated that there is no requirement for impervious coverage for a church in a residential district.
- ***How frequently would the stage access drive be utilized?***
JNKA and St. Edna indicated that they currently have one play a year that is performed over 2 weekends. St. Edna also indicated that some of the deliveries they receive for the plays are lighting and sound equipment. Some of these features will be integral to the new structure and no longer require delivery or rental. The neighbor further inquired if there would be other deliveries at this door? ie. Caterers or items for the church.
JNKA and St. Edna indicated that the rear door is at stage level. This makes it inconvenient for delivery of items that are not for the stage or Parish Center. The kitchen is on the west side of the building with its own access door. The caterers would utilize that access point.

- ***Can the stage access drive be chained when not in use by the church?***

The neighbor was concerned that someone would start to utilize the stage access drive for parking if not chained. St. Edna indicated that they would chain off the stage access drive when not in use.

- ***Does the garbage truck have ample room with the new island?***

JNKA indicated that this would need to be investigated.

PARKING

A lot of discussions took place regarding the number of parking spaces required and provided.

- ***Is the additional parking required by the Village?***

JNKA indicated that the Village determines their parking count by assuming that the building is fully occupied. The approximate number of required parking spaces is ~ 620 parking spaces. We were providing a fraction of the total number required. JNKA indicated that we did decide the amount of a variance that we were requesting.

- ***If smaller plan was approved in 2013, why could we not request a smaller parking lot now?***

St. Edna indicated that the number of required spaces goes up with the size of the building.

- ***What is the reason for the additional parking?***

JNKA and St. Edna indicated that the additional parking spaces would be to accommodate large holiday services and to provide additional spaces closer to the Parish Center. St. Edna indicated that it was a request of the Parish to add additional parking spaces during the original Parish survey (conducted in or around 2010.)

It was the sentiment of a couple of the neighbors who attended the meeting that they would prefer to have the additional cars park on the street on the holidays and did not think that this was a good reason to add additional parking spaces. The neighbors also said that they believed that the existing parking lot was a more desirable parking area for the new Parish Center addition. JNKA and St. Edna agreed that the first couple of rows in the existing lots would be the most desirable parking spaces for the Parish Center because of the location of the main entrance doors. But once those parking spaces are filled, the new lot would be more desirable.

- ***How many trees are being removed for the installation of the new parking lot?***

JNKA showed the tree preservation planned and indicated that there was (1) 40" Silver Maple and (2) 22" Silver Maples and an 8" and 10" Green Ash. One neighbor indicated that they would really like to see the large Silver Maple remain. Another neighbor indicated that they would not mind the removal of the Silver Maples because of the type of tree.

The overall consensus from the neighbors was to try and save the two northernmost trees. Because they saw the value of the turnaround aisle, they recommended keeping the second drive aisle, but eliminating the northern 15 spaces. This would allow the two northern trees to be saved and maintain more green space. Because this was a significant change, JNKA and St. Edna indicated that they would need to discuss this idea after the neighborhood meeting.

- ***Will the Village approve a variance for a taller fence at the lot line if the parking lot is installed as it is shown on this plan?***

JNKA indicated that a fence is required at the property line. In 2000/2001, the neighbors petitioned so that a fence would not need to be installed. In 2013, the neighbors still agreed that a fence was not desired. JNKA indicated that St. Edna would need to know if a fence was now desired by the neighbors. St. Edna asked for clarification from the neighbor. Would a fence be desired if the parking lot was shown as it is on the current drawings? The neighbor indicated that he might consider this option. I believe the conversation circled back at that time to the removal of the north parking spaces.

LANDSCAPING

- ***Will the landscaping to the east of the parking lot prevent head lights into the neighboring properties?***

JNKA indicated that its purpose is to buffer the headlights. The landscaping is comprised of ornamental trees as well as Junipers. She also indicated that the Village has requested in their Round #2 comments 3 to 4 additional Junipers be incorporated in this area to better shield the headlights.

- ***Can the Arborvitae that are provided between the stage access drive and the northeast RTU unit screen be moved to the East side of the Stage Access Drive?***

The neighbor was interested in shielding the cars on the stage access drive from her property. JNKA indicated that we would add/or move shrubs (Arborvitae) to the east side of the stage access drive. New shrubs would be added if the shrubs on the west side of the stage drive could not be relocated per Village requirements.

ROOF TOP UNITS

The locations of the roof top units were discussed.

- ***What type of fence will be utilized around the HVAC units?***

JNKA indicated that a board and board fence would be utilized. Further discussions on the sound transfer were discussed. JNKA indicated that 50'-0" away from the unit, the sound of the unit is equal to normal conversation. The distance to the property line is nearly 3 x times this distance. The fence and shrubbery also helps to reduce the sound of the units. Everyone seemed to agree with this assessment.

STORM WATER MANAGEMENT

Storm water management was discussed around the site.

- ***How will the north detention area be modified? Will it be getting deeper?***

JNKA indicated that the north detention area will not be getting deeper, but it will be getting wider. One neighbor indicated that the detention area was filled this year extending past the rear setback line. They indicated that care should be taken to make sure it is designed properly.

- ***How will the south side of the new building be drained? Will any additional water be flowing toward the south?***

The neighbor indicated that there is a large drainage problem both on the east and west side of Pine Avenue. The neighbor wanted to ensure that our new building would not amplify this problem.

JNKA displayed the civil plans to the neighbors which showed two new area drains to the south and east of the new building. JNKA also noted that the new roof drains are tied directly into the storm system. They asked to review the sizing of the piping on the south and east side of the building. JNKA reviewed the piping with them. It ranges from 8" to 18" as you move from the south to the detention area. The neighbors seems satisfied with this response.

- ***Is there anything that is being done that can alleviate some of the water that accumulates on the lots to the west of Pine Avenue?***

JNKA indicated that the proposed plan will not worsen or improve the drainage on the southeast property line. The detention area on the southeast property line will pick up the drainage from the parking, but will not necessarily improve the drainage situation to the south of St. Edna's property.

LIGHTING

-What is the design of the exterior lighting?

JNKA indicated that the poles would match the height and style of the current poles. There will also be bollards along the west side of the parking lot. The only additional lighting are lights above the stage door and the two courtyard doors. The neighbors seems satisfied with this response.

CONCLUSIONS

- **St. Edna agreed to chain off the stage access drive to prevent parking during times when the play is not in production or when deliveries for activities in the Parish Center are not taking place.**
- **St. Edna agreed to screen the east side of the Stage Access drive from the neighboring properties.**
- **St. Edna would review the concept of removing the 15 north parking spaces.**



MEETING SIGN-IN SHEET

Project Name: St. Edna Catholic Church

Date/Time: 10.17.17 7:00pm

Meeting Topic: NEIGHBORHOOD MEETING

Location: St. Edna

Name and Address	Email address
KEITH GROSSCHT ^{280N Haddon}	KGROSSCHT@comcast.net
Robert Heidenreich ^{2556 Haddon}	Rheiden2@aol.com
JUNE GARBY ^{139 MEYERSON WAY WHEELING 60090}	junegarby@yahoo.com
* Heidi Lindsay - ^{280N Haddon}	thelindsays1@comcast.net
Robert Moore - ^{2552 N. Haddon.}	RCM33@Comcast.net
Joseph Coleman ^{wheeling IL}	JColeman@MBRES.com
Roger Kriehl	RPK@prodigy.net
Susan & Don Desmond	susanshiedsecomcast.net
Theresa & Krizhna Stoklosa	kastoklosa@gmail.com
Fr. Rodolfo G. Ramirez	r Ramirez@stedna.org
Kay Zimmanck ^{2567 Haddon}	kzimmanck@aol.com
* EAST ELEVATIONS (looking West) site plan	



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

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

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 2525 N Arlington Heights Rd. – St Edna’s Church – PUD Amendment and Parking Variation, with Addition

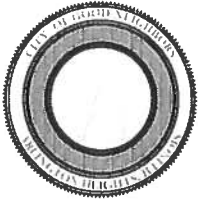
PC#: 17-010

Date: September 15, 2017

Sam:

I have reviewed the documents for the project indicated above and have the following comments:

1. Provide the construction type of the existing building and new addition.
2. Revise the occupant load for the Parish Life Space per 2009 IBC Table 1004.1.1.
3. Provide accessible access to the stage with a ramp or chair lift.
4. Review 2009 IBC Section 410 for stage construction requirements including stage ventilation and the number and type of stage exits.
5. Dressing rooms shall be separated from the stage by fire barriers with a minimum 2-hour rating.



**Village of Arlington Heights, IL
Department of Building & Life Safety**



Fire Safety Division

Date: 9/6/2017

P.C. Number: 17-010 Round No. 1

Project Name: St. Edna P.U.D.

Project Location: 2525 N. Arlington Heights Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

The information provided is conceptual only and subject to a formal plan review.

1. A fire suppression system compliant with NFPA 13 will be required for the addition.
2. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
3. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible Location.
4. If the proposed kitchen will have cooking facilities a Hood and Duct fire suppression system may also be required.
5. A complete fire alarm system is required and will be required to be connected to the existing structure.
6. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
7. 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.
8. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
9. Fire department connections shall be 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.
10. Buildings or facilities having a gross building area of more than 62,000 square feet shall be provided with two separate and approved fire apparatus access roads. An engineering overlay showing the ability of the Arlington Heights aerial apparatus to negotiate the turns and provide access to the building in particular any portion of the building having a height of 30 feet or more.

11. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.
12. Signs shall be posted on both sides of an approach of any fire lane stating NO PARKING – FIRE LANE”. Signs shall have arrows indicating the area of parking restriction.
13. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.
14. Exit signs shall be illuminated at all times and have emergency power backup.
15. Fire protection equipment and service rooms shall be identified in an approved manner.
16. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

Date 09-06-17

Reviewed By: 
Fire Safety Supervisor

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SEP 07 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: September 21, 2017
Subject: 2525 N Arlington Heights Road, P.C. #17- 010

With regard to the proposed PUD Amendment at 2525 N Arlington Heights Road, I have the following comments:

- 1) The new water main will need to be installed, pressure tested, chlorinated and must pass new construction Bac-T before the old water main is abandoned and reconnected.
- 2) Provide a detail specific to this application for the outlet control structure on the underground storm water detention.
- 3) A 6" meter in a meter vault must be provided to meter the entire property. There is a private unmetered hydrant (existing), 2" domestic and 4" fire service that are currently separately metered. Those meters can be removed after the installation of the master meter.
- 4) The existing 4" fire service RPZ must be replaced.
- 5) The existing 2" Domestic water service must be fitted with a 2" RPZ.
- 6) A 3" RPZ needs to be installed on the proposed 3" connection.
- 7) Construction traffic cannot utilize the fire lane.

If you have any questions, please feel free to contact me.

C. file

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-010
 Petitioner: Susan Maish, ALA
350 S. Northwest Hwy, Suite 106
Park Ridge, IL 60068 847-692-6166
 Owner: Catholic Bishop of Chicago
835 N. Rush St.
Chicago, IL 60611
 Contact Person: Same as Petitioner
 Address: _____
 Phone #: 847-692-6166
 Fax #: 847-692-2002
 E-Mail: smaish@jnka-architects.com

P.I.N.# 03-17-101-019Location: 2525 N. Arlington Heights Rd, A.H., IL

Rezoning: _____ Current: _____ Proposed: _____

Subdivision: _____

of Lots: _____ Current: _____ Proposed: _____

PUD: Amendment For: _____

Special Use: _____ For: _____

Land Use Variation: _____ For: _____

Land Use: _____ Current: _____

Proposed: _____

Site Gross Area: 8.50 acres

of Units Total: _____

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

(P P.)

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ X _____Sanitary Sewer _____ X _____Storm Sewer _____ X _____

b. Surface Improvement

Pavement _____ X _____Curb & Gutter _____ X _____Sidewalks _____ X _____Street Lighting _____ X _____

c. Easements

Utility & Drainage _____ X _____Access _____ X _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC X

b. IDOT _____

c. ARMY CORP _____

d. IEPA _____

e. CCHD X (?)

3. R.O.W. DEDICATIONS? _____

4. SITE PLAN ACCEPTABLE? _____

5. PRELIMINARY PLAT ACCEPTABLE? _____

6. TRAFFIC STUDY ACCEPTABLE? _____

7. STORM WATER DETENTION REQUIRED? X _____8. CONTRIBUTION ORDINANCE EXISTING? X _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? _____

10. WETLAND EXISTING? _____

YES

NO

COMMENTS

_____ X _____

_____ _____

_____ X __________ X _____

_____ _____

_____ X __________ X __________ X _____

SEE COMMENTS

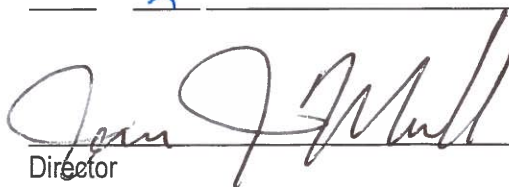
N/A

FULLY PAID IN 1983: #68-12,
#68-13

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: ERIKSON ENGINEERING ASSOCIATES, LTD.DATE OF PLANS: 8-18-17

Director

9/20/17
Date

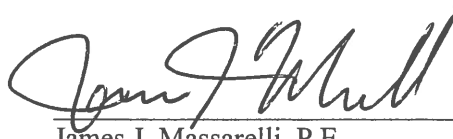
PLAN COMMISSION PC #17-010
St. Edna's New Parish Center Addition
2525 N. Arlington Heights Road
PUD Amendment, Parking Variation
Round 1

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. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. This estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
13. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

14. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. The basins require a 1-foot freeboard with an overflow weir at the 6" line. Provide calculations for sizing the weir. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Attached is an example. A version in Word is available from the Engineering Department.
15. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. Provide a drainage narrative.
16. Permit from MWRD required. Permit from Cook County DOT may be required for drainage modifications. Check with Cook County and provide the Village with a disposition.

17. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.
18. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway areas to be 8" thick.
19. Perimeter curb is required for new parking areas. If the petitioner wishes to maintain sheet drainage in the area east of the new parking lot, concrete ribbon with no curb head is an acceptable alternative.
20. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
21. Please clarify the discrepancy between the Traffic report and architectural plans related to existing and proposed parking stall count. The correct number of stalls and requested stall count needs to be specified for the variation.
22. The lighting catalog cuts need to be supplied for review, and all non-compliant fixtures in the lot and mounted to the new and existing buildings need to be brought up to code.

 9/20/17
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

Fire Apparatus Tower 131 Specifications (1 page)
Onsite Utility Maintenance Agreement (4 pages)

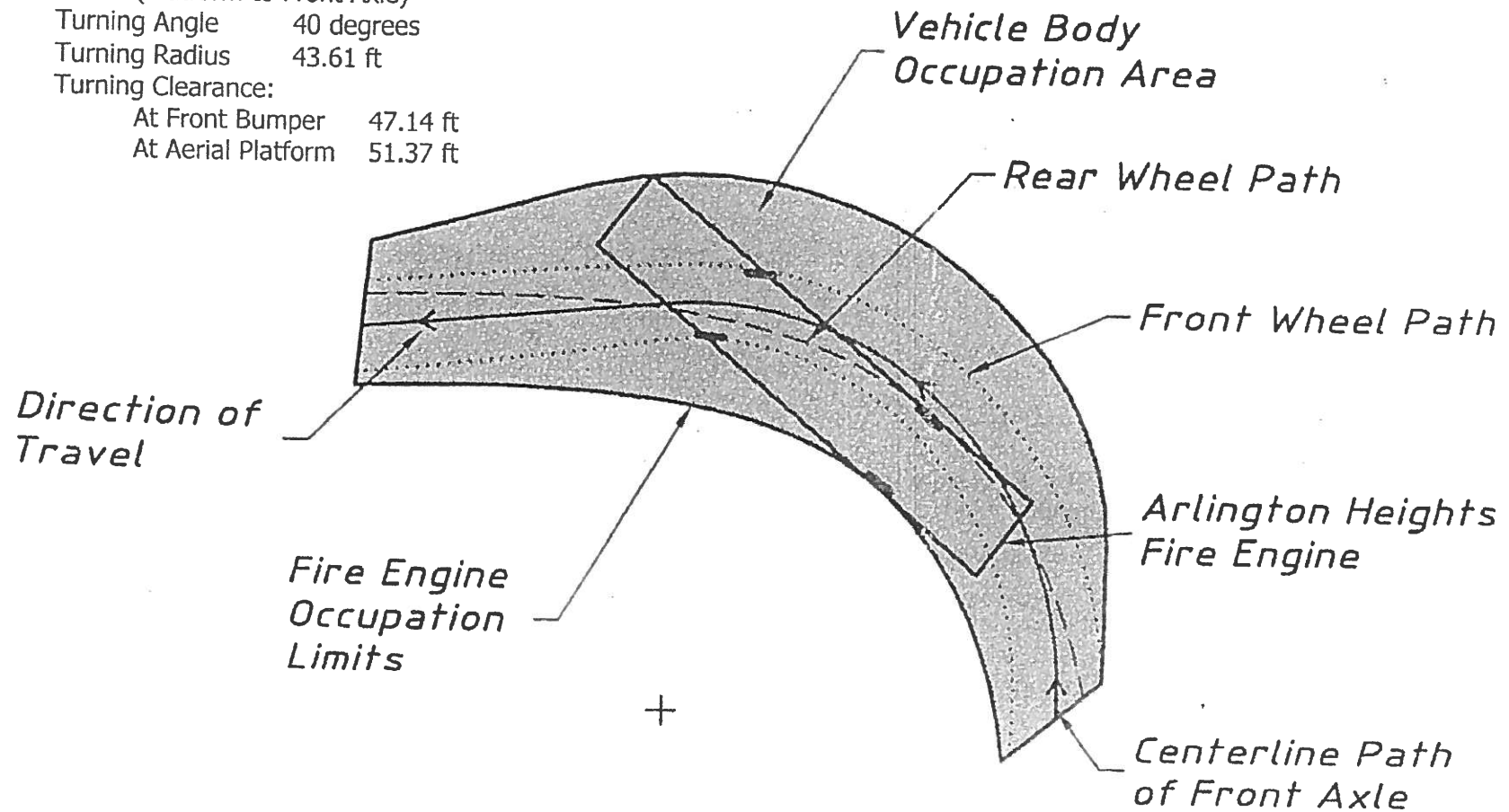
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DEVELOPMENT DEPARTMENT

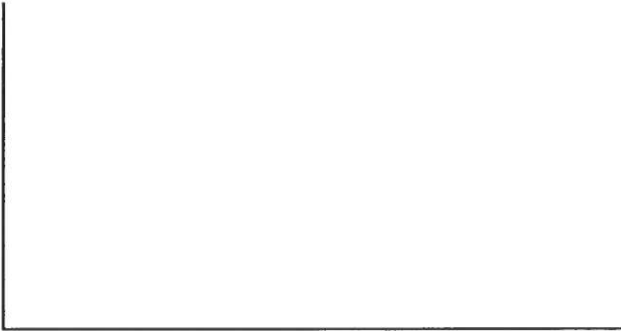
FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

Scale: 1"=15'

Overall Height	11 ft - 8 in
Overall Length	48 ft - 0 in
Overall Width	8 ft - 6 in
Overall Wheelbase	21 ft - 2 in
Front Overhang	14 ft - 0 in
(Platform to Front Axle)	
Turning Angle	40 degrees
Turning Radius	43.61 ft
Turning Clearance:	
At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft





ONSITE UTILITY MAINTENANCE AGREEMENT

WHEREAS, _____, an (LLC? Corporation?), or its affiliates, ("RESPONSIBLE ENTITY") is the legal title holder of the following described real estate commonly referred to as _____ (*address*), Arlington Heights, Illinois, 6000_, containing _____ acres, more or less, situated in the Village of Arlington Heights, Illinois and legally described as follows: (the "PROPERTY"):

*** *Insert legal description, or attach as Exhibit A* ***

PIN Numbers:

WHEREAS, _____ (*print name*), ("OWNER") desires to develop the PROPERTY; and

WHEREAS, it is necessary to service said parcel with sanitary sewers, storm sewers and/or stormwater management facilities, domestic water mains; and

WHEREAS, the sanitary sewers, storm sewers and/or stormwater management facilities, and domestic water mains servicing the property are not located within public rights-of-way or dedicated easements; and

WHEREAS, the Village of Arlington Heights ("VILLAGE") does not maintain sanitary sewers, storm sewers and/or stormwater management facilities, or domestic water mains on privately owned property; therefore

1. It is hereby AGREED by the RESPONSIBLE ENTITY, its successors and assigns that at no expense to the VILLAGE, the RESPONSIBLE ENTITY, its successors and assigns shall:

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by _____ (Engineering Firm) _____ dated _____, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain all water mains and appurtenances located upon said premises from the master meter vaults.
- c. Maintain all storm sewers and appurtenances, including detention/retention basins, located upon said premises.
- d. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- e. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

2. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the sanitary sewers or domestic water mains in accordance with the requirements of the VILLAGE, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

3. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the aforementioned storm sewers and/or stormwater management facilities in accordance with the requirements of the VILLAGE, or should they allow a public nuisance to exist, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ personally known to me to be the same person whose name is subscribed on the foregoing instrument appeared before me this day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their free and voluntary act, and as the voluntary act of the **Village of Arlington Heights, an Illinois municipal corporation**, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 17-010

Project Name

St. Edna's

Project Location

2525 N. Arlington Heights Road

Planning Department Contact Sam Hubbard

General Comments

Round 1

1. Could we please get an auto turn diagram for fire apparatus.
2. Building to be Sprinkled.
3. Locate fire department connections at the main front entrance and locate a hydrant within a 100' from the connection.
4. A complete alarm system that will be connected with the existing structure with a fully functioning annunciator panel at the main entrance.
5. A key box (Knox Box) with the necessary access shall be provided.

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

Date September 13, 2017

Reviewed By: _____

LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

RECEIVED

SEP 20 2017

Community Services Bureau

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

DEPARTMENT PLAN REVIEW SUMMARY

St. Edna's Church – 2525 N. Arlington Heights Road PUD, Parking Variation

Round 1 Review Comments

09/19/2017

1. Character of use:

The character of use should not be problematic.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. Special attention should be given to illuminating parking lot areas, and area around garage, pathway, shed and more secluded areas on the east side of the building. These areas should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, drug use and other criminal activity.

3. Present traffic problems?

Traffic volume during church services is managed with AHPD staffed details on Saturday evenings and Sunday mornings thru early afternoon.

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.

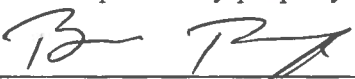
No further comments.

6. General comments:

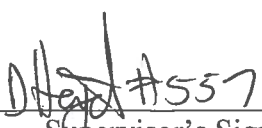
-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

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


Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:


Supervisor's Signature

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-010
Petitioner: Susan Maish, ALA
350 S. Northwest Hwy, Suite 106
Park Ridge, IL 60068 847-692-6166
Owner: Catholic Bishop of Chicago
835 N. Rush St.
Chicago, IL 60611
Contact Person: Same as Petitioner
Address: _____
Phone #: 847-692-6166
Fax #: 847-692-2002
E-Mail: smaish@jnka-architects.com

P.I.N.# 03-17-101-019
Location: 2525 N. Arlington Heights Rd, A.H., IL
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
of Lots: _____ Current: _____ Proposed: _____
PUD: Amendment For: _____
Special Use: _____ For: _____
Land Use Variation: _____ For: _____
Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 8.50 acres
of Units Total: _____
1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(P

P

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1. GENERAL COMMENTS:

The existing well must be properly abandoned by a licensed contractor and witnessed by this Department.

See attached comments from David Robb, Disability Services Coordinator.

RECEIVED

SEP 11 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Jeff Bohner 9/11/17
Environmental Health Officer Date

James McCalister 9/11/17
tor Direc Date

Plan Review

Address: St. Edna's PUD Amendment
2525 N. Arlington Heights Road
PC # 17-0010 Round 1

Submitted to: Sam Hubbard, Planning & Community Development

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

Date: September 9, 2017

Re: Illinois Accessibility Code (IAC), Effective April 1997
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

1. Parking lots with 301 to 400 parking spaces requires a minimum of eight (8) Accessible Parking Spaces per IAC Section 400.310(c)(1). In accordance with the requirements of IAC section 400.310(c)(2 and 3).

Planning & Community Development Dept. Review

September 14, 2017



REVIEW ROUND 1

Project: 2525 N. Arlington Heights Rd.
St. Edna's PUD Amendment

Case Number: PC 17-010

General:

7. The Plan Commission must review and approve the following action:
 - a) Planned Unit Development (PUD) Amendment to Ordinance 02-005 and Ordinance 13-072 to allow for the construction of a 13,425 sq. ft. parish center building addition.
 - b) A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from XXX (additional data needed to verify amount – see parking comments) to 378 spaces.
8. A courtesy meeting with the neighbors is required prior to appearing before the Plan Commission. Has this meeting been scheduled? Please provide a summary of this meeting once it has been held.
9. Plans from 2015 indicated a rectory in the northeast corner of the site. The rectory was not shown on the current plans. Please confirm the long-term plans for the church relative to an onsite rectory.
10. Please provide additional information on the 3 proposed HVAC units. Will they all be the 20 ton Carrier grade units as indicated in 2013? How tall are the units? Will the proposed fence and landscaping be adequate to buffer the sound? The proposed fence around the units is 8' in height, is the 8' tall fence needed to fully screen the unit?
11. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Site Plan/Building:

12. The engineering plans and architectural site plans do not appear to be consistent. Please revise the plans so that they reflect the same information. Specifically, the following areas are different:
 - a) There is no curb shown on the north side of the parking lot on the architectural site plan, however, the engineering plans shows a curb in this location.
 - b) The rear area of the Parish Center doesn't match on both site plans. There is a landscape area shown on the architectural plan that is shown as pavement on the engineering plans. The location of the proposed fencing around the HVAC units is shown at different locations on each plan.
 - c) A concrete servicewalk leading from the existing shed to the building is missing on the architectural site plans.
 - d) As servicewalk into the side HVAC area (north) is shown differently on the architectural site plan and the engineering plans.
 - e) The pavement around the rear HVAC units does not appear to match on both the engineering plans and architectural plans. What is the thick dark border shown on the engineering plans that encloses the HVAC units? Is this paving? The type of paving material for the HVAC unit enclosures is not indicated on the engineering plans.

13. Building height for buildings with a flat roof is defined as measured from the average elevation of the finished lot grade at the front of the building "to the highest point of the roof in the case of a flat roof". The elevations appear to measure building height to the top of the parapet wall. Please revise the drawing to measure the building height from the average elevation at the front of the building top the roof (this excludes the parapet walls and faux gable).
14. Please add the existing shed to the building lot coverage calculation.
15. The FAR calculation does not appear to take into consideration the basement space of the Hurley Center. Please confirm that the height of the basement space is less than half above the finished lot grade. If more than half of the basement level is above finished lot grade, the basement space shall be included in the FAR calculation.
16. Design Commission approval is required for the proposed building addition. Design Commission hearing is scheduled for Sept. 26th.

Parking and Traffic:

17. There are several areas where the parking calculations must be re-evaluated in order to determine the code required parking. Please clarify the following:

Church:

- Please delineate the areas that are considered the nave and what areas are considered the choir area.
- The narthex was calculated on a seating basis. Previous documentation indicated that overflow seating is provided in the narthex during Christmas and Easter services. Please confirm that these are the only times when seating in the narthex is provided and that 130 seats are the maximum number of seats in the narthex.
- Were the number of seats calculated as per the building code (i.e. a continuous row of seating without dividing arms is calculated as one seat per 18" lineal inches). Or are there individual seats and/or dividing arms?

Doherty Center:

- The sum of meeting rooms 1-9 is equates to 5,320 sq. ft, however, the table indicates that there are 5,342 sq. ft. of multi-purpose rooms. Please adjust to reflect the correct square footage.
- The table lists 750 sq. ft. of office spaces in the Doherty Center, yet no office spaces are indicated on the floor plan. Is the "Music Library" used as office space, or just for storage of music played within the church?
- The Nursery should be included as part of the multi-purpose rooms and the label should be changed to read "Nursery/Multi-purpose".

Hurley Center:

- The upstairs youth room was not included within the "Youth Room" line item in the table. Please incorporate the 728 sq. ft. into the parking table.

18. The project narrative indicates that the church will not rent out the facilities while Mass is taking place. To whom does the church rent out the facility and for what purposes (both current and future)?
19. The parking study does not address the fact that peak parking demand was estimated at 309 spaces and the proposed parking lot will accommodate 378 parking spaces. If peak demand is estimated at 309 spaces, please explain the reason for needing an oversupply of parking.

St. Edna's
2525 N. Arlington Heights Road
P.C. 17-010
September 14, 2017

Landscaping

- 1) The ends of all parking rows must include a 4" caliper shade tree (Chapter 28, section 6.15-1.2b). Please incorporate a shade tree near the Parish Center at the west end of the parking row.
- 2) Provide additional landscaping adjacent to the proposed parking lot on the east side. The landscaping must be layered and should include a mix of evergreen trees and shrubs in order to provide a dense layered buffer.
- 3) Landscape screening must be provided for any utility/mechanical areas.
- 4) A landscape compliance bond in the amount of 30% of the landscaping costs will be required and a tree fee of \$200 is required for each tree identified for preservation. In addition, a \$4 tree fee is required for each lineal foot of frontage.



Date: October 3, 2017

To: Sam Hubbard
Development Planner
33 South Arlington Heights Road
Arlington Heights, IL 60005

From: Susan Maish, ALA
Jaeger Nickola Kuhlman and Associates
350 South Northwest Hwy, Suite 106
Park Ridge, IL 60068

Re: St. Edna Catholic Church
2525 N. Arlington Heights Road
Arlington Heights, Illinois 60004

Subject: **Plan Commission Review Comments for St. Edna Catholic Church (2525 S. Arlington Heights Road, Arlington Heights, IL 60004)**

Dear Mr. Hubbard,

This letter is in response to the Plan Commission Comments received on September 14, 2017 and September 21, 2017. See revised drawing sheets dated Plan Commission Resubmittal #1 9/25/2017 and the itemized letter below.

BUILDING DEPARTMENT – Comments dated 9/15/2017

Reviewer: Deb Pierce

1. Provide the construction type of the existing and new addition

Existing Narthex	3A	Slab on grade floor, brick veneer walls with metal studs and steel column roof support; steel beam and metal deck roof structure. All steel fireproofed.
Existing Church	4	Slab on grade floor, masonry wall construction, glu-laminated roof beams.
Existing Doherty Center	2B	Slab on grade floor, brick and block wall construction, steel beam and tectum roof construction
Existing Hurley Center	2B	Slab on grade basement floor, precast main level floor construction, brick and block exterior walls with glazed block

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350 S. Northwest Highway, Suite 106, Park Ridge, Illinois 60068
Ph: 847.692.6166 www.jnka-architects.com Fax: 847.692.2002

		and gypsum interior walls, steel joist and metal deck roof structure.
New Parish Center	2B	Slab on grade floor, precast exterior walls with CMU and gypsum interior walls, steel roof joists and long span truss and metal deck roof structure.

2. Revised the occupant load for the Parish life Space per 2009 IBC Table 1004.1.1.
I have utilized Table 1004.1.1 Assembly without Fixed Seats- unconcentrated or 15sf/ per person to calculate the occupancy of the space. 30% of this total was utilized to determine the number of parking spaces required for this space. This is consistent with the actual occupancy for the space.
For exiting, I have utilized 7 sf/per person. See added sheet G2.1 for the exiting plan which indicates how many people can be accommodated and how remoteness is handled.
3. Provide accessible access to the stage with a ramp or chair lift.
Accessible access to the stage has been included. An accessible lift is located in the circulation area to the south of the stage just east of the stair.
4. Review 2009 IBC Section 410 for stage construction requirements including stage ventilation and the number and type of stage exits.
IBC 2009 defines a Stage in the following fashion, "A space within a building utilized for entertainment or presentations, which includes overhead hanging curtains, drops, scenery or stage effects other than lighting and sound."
The Code Corner put out by RLGA Technical Services clarifies the definition of a stage further in their article "Stages and Platforms" published in the Winter 2010. (The full article is included as a part of this response. EXHIBIT A)
"As the definition indicated, stages utilize scenery drops, curtains, and other combustibles that are stored in an overhead space above the stage that is defined in the IBC as the 'fly gallery'..."
The St. Edna stage has incorporated stage curtains that will hang from the bottom of the roof trusses. The curtains permanently hang below the ceiling and are not retracted upward. As a result, we have defined and detailed the stage as a platform.
The platform is constructed of type II construction which complies with code.
"Where the space beneath the permanent platform is used for storage..., the floor assembly shall not be less than 1 hour fire- resistance-rated construction"
UL #DD7 is utilized to create a 1 hour fire resistance rating.
5. Dressing rooms shall be separated from the stage by fire barriers with a minimum 2 hour rating.
As per 401.5.1 "Separation from stage. The stage shall be separated from dressing rooms..."
Since we are incorporating a platform and not a stage, this requirement does not apply.

FIRE SAFETY DEPARTMENT

Reviewer: Don Gay

1. A fire suppression system compliant with NFPA 13 will be required for the addition.

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A fire suppression system compliant with NFPA 13 will be provided in the proposed Parish Center and new link.

2. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
The new building will be connected to the existing fire suppression system. A fire flow test will be conducted on the existing system to show that the proper fire flow can be obtained for the existing building and new addition.
3. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of the fire department connections shall be approved. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible location.
The fire department connection will be installed in accordance with the NFPA standards and located in a location approved by the fire department.
4. If the proposed kitchen will have cooking facilities a Hood and Duct fire suppression system may also be required.
A type 1 hood with a fire suppression system has been provided. See sheets M3.1 and M3.2 included as part of this response.
5. A complete fire alarm system is required and will be required to be connected to the existing structure.
A complete fire alarm system will be provided and will be connected to the existing fire alarm system. See revised sheets E3.1 and E4.1
6. Shop drawings for the fire alarm systems shall be submitted for review and approval prior to system installation.
Shop drawings for the fire alarm systems will be submitted for review and approval prior to system installation.
7. A zoning indicator panel and associated controls or fire alarm control panel shall be located within the closest proximity to the front main entrance.
The existing fire alarm control panel is located in the existing boiler room just to the east of the nave. The existing annunciator panel is located near the existing and new main entrance. The final location of the annunciator panel will be reviewed and approved by the fire department prior to installation.
8. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
The existing Knox box is located at the Hurley Center entrance where the new link will be built. The new knox box is shown on one of the new canopy columns just to the north of its current location. The final location of the knox box will be reviewed and approved by the fire department prior to installation.

9. Fire department connections shall be 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.
A fire department connection will be provided at the main front entrance. The exact location will be coordinated with a fire code official. An existing fire hydrant is located within 100'-0" of the main entrance and the connection.
10. Buildings or facilities having a gross building area of more than 62,000 square feet shall be provided with two separate and approved fire apparatus access roads. An engineering overlay showing the ability of Arlington Heights aerial apparatus to negotiate the turns and provide access to the building in particular any portion of the building having a height of 30 feet or more.
The existing building is served from separate access points. There are three accesses off of Arlington Heights road and a separate fire lane access off of Pine Ave. The proposed addition is accessible from these same locations and pavements therefore complying with your two separate access requirements. An "Autoturn" Exhibit FT-1 shows how the building is accessible by AH aerial apparatus.
11. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.
According to the Village's Municipal Code, the definition of building height for a flat roof is the average elevation of the finished lot grade at the front of the building to the highest point of the roof exclusive of parapets or false gables. The average finished grade at the front of the building is the 0'-0" level (695.91). The top of the roof deck is 29'-10" from this average finished grade. Per the definition of height by the Municipal Code, the St. Edna addition will not need a fire apparatus access road with a minimum unobstructed width of 26 feet because the height of the new addition is not 30'-0". The zoning information on the site plan has been modified to indicate a 29'-10" building height.
Two additional items to note:
1) An autoturn diagram is provided showing that the fire truck can maneuver through the existing fire lane.
2) Widening this driveway would negatively impact drainage for the neighbors to the south of the church.
12. Signs shall be posted on both sides of an approach of any fire lane state "NO PARKING – FIRE LANE". Signs shall have arrows indicating the area of parking restriction.
Signage has been added to the plans as reflected on sheet C-3 at each end of the fire lane behind the building.
13. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.
Fire lane signs will be provided and will comply with all visual requirements. These signs will be installed at the proper height with the top of the sign being 6 feet above grade.

14. Exit signs shall be illuminated at all times and have emergency power backup.
Exit signs will be illuminated at all times and have emergency power backup as required by code.
15. Fire protection equipment and service rooms shall be identified in an approved manner.
We are tying into the existing sprinkler system. The Fire protection equipment is located in the lower level of the Hurley Center. This existing fire protection equipment room is labeled and identified in an approved manner.
The new electrical rooms will be identified in accordance with the fire code and specifications of the fire code official.
16. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
Approved access for all fire protection equipment will be provided and maintained.

PUBLIC WORKS

Reviewer: Cris Papierniak, Assistant Director of Public Works.

1. The new water main will need to be installed, pressure tested, chlorinated and must pass new contraction Bac-T before the old water main is abandoned and reconnected.
The new water main will pass all the requirements listed above before the old water main is abandoned and reconnected.
2. Provide a detail specific to this application for the outlet control structure on the underground storm water detention.
The existing plate restrictor will be removed. A new half trap restrictor will be installed since the diameter of the orifice is between 2" and 4". The manhole structure will be replaced by a catch basin.
3. A 6" meter in a meter vault must be provide to meter the entire property. There is a private unmetered hydrant (existing), 2" domestic, and 4" fire service that are currently separately metered. Those meters can be removed after the installation of the master meter.
Per discussion with staff an appropriately sized meter in a vault will be added to the construction documents. The sizing of the meter requires data that is not yet available but will be obtained. Based upon that data the appropriately sized meter will be designed and added to the documents. In order to assist in the cost of this item, the Village of Arlington Heights has offered to pay for half of the cost of the material of the meter.
4. The existing 4" fire service RPZ must be replaced.
The existing 4" RPZ will be replaced.
5. The existing 2" Domestic water Service must be fitted with a 2" RPZ.
The existing 2" Domestic water service will be outfitted with a 2" RPZ.

6. A 3" RPZ needs to be installed on the proposed 3" connection.
A 3" RPZ will be install on the proposed new 3" connection.
7. Construction traffic cannot utilize the fire lane.
The construction traffic will not utilize the fire lane. They will use the entrances off of Arlington Heights Road.

ENGINEERING DEPARTMENT

Reviewer: James Massarelli, PE, Director of Engineering

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.

The petitioner acknowledges this understanding.

12. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. This estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate a fee letter and for the petitioner to assemble the proper documents.

An Engineer's estimate of construction cost will be provided at least three weeks prior to the final Plan Commission meeting.

13. Final Engineering plans shall be georeferenced by using State Plane Coordinate System- Illinois East.

It will be verified that the plans are referenced to the State Plane Coordinate System.

14. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. The basin required a 1-foot freeboard with an overflow weir at the 6" line. Provide calculations for sizing the weir. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Attached is an example. A version in Word is available from the Engineering Department.

The detention system will meet both Arlington Heights and MWRD requirements. The MWRD requirements will be more restrictive than those of Arlington Heights. Freeboard will be provided relative to the Arlington Heights High Water Level (HWL) and the weir appropriately sized. The subsurface volume control system meets HS-25 loading if installed properly according to the manufacturer's documentation. We have used this system successfully in a parking lot application. The Onsite Utility Maintenance Agreement will be executed as requested.

15. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provide, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use $C=.50$ for pervious areas, $C=.95$ for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. Provide a drainage narrative.

As stated, the detention will be designed to accommodate both Arlington Heights and MWRD requirements and all calculations will be provided prior to final approval. The existing plate restrictor will be removed and replaced with a half trap orifice restrictor. The existing manhole at that location will be replaced by a catch basin. The location and size of the restrictor and structure are shown on sheet C-4. A detail of the restrictor structure is on sheet C-6.

16. Permit for MWRD required. Permit from Cook County DOT may be required for drainage modifications. Check with Cook County and provide Village with a disposition.

An MWRD permit will be obtained. A CCHD permit is not required based upon previous PUD submittal requirements verified with the county.

17. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhands as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

The requested exhibit is provided as sheet FT-1.

18. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes required a heavy duty pavement section. Asphalt pavement section to consist of 2" surface, 2 ½" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway areas to be 8" thick.

Per the fire safety division response, the intent is to leave the existing fire lane that wraps around the east and south side of the church unchanged. To remove and replace it with a wider lane would negatively impact the drainage toward the neighboring properties. There is very little available pitch and the depth of storm sewers in the area would make virtually impossible to drain the area that would be disturbed to the stormwater management system. The fire lane does accommodate the travel path of the aerial apparatus.

19. Perimeter curb is required for new parking areas. If the petitioner wishes to maintain sheet drainage on the east of the new parking lot, concrete ribbon with no curb head is an acceptable alternative.

A concrete ribbon has been added to that portion of the asphalt parking lot the sheet flows to the east.

20. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.

St. Edna will consider the addition of bike racks into the new site plan.

21. Please clarify the discrepancy between the Traffic report and architectural plans related to existing and proposed parking stall count. The correct number of stalls and requested stall count needs to be specified for the variation.

The existing stalls have been recounted. The correct number of existing stalls is 356 as indicated in the traffic report. The existing site plan has been corrected to list 339 stalls on the main lot and 17 stalls on the east lot for a total for 356 stalls.

22. The lighting catalog cuts need to be supplied for review, and all non-compliant fixtures in the lot and mounted to the new and existing building need to be brought up to code.

*The church has replaced the existing pole mounted parking lot lights with new LED heads. The cut sheet is attached and is included as **EXHIBIT B**. This same head will be utilized for the new pole lighting. Bollard Cut sheet has also been included as a part of Exhibit B.*

FIRE DEPARTMENT

Reviewer: LT. Mark Aleckson

1. Could we please get an auto turn diagram for fire apparatus.

An auto turn diagram for a fire apparatus has been provided. See sheet FT-1

2. Building to be sprinkled.

The proposed building will be sprinkled. See attached sheet FP1-1 for the sprinkler layout. Shop drawings will be provided for review prior to fabrication or installation of the system.

3. Locate fire department connections at the main front entrance and locate a hydrant within 100' from the connection.

A fire department connection will be provided at the main front entrance. The exact location will be coordinated with a fire code official and will be located within 100'-0" from a hydrant.

4. A complete alarm system that will be connected with the existing structure with a fully functioning annunciator panel at the main entrance.

An addressable system was installed in the existing building in 2002. A complete fire alarm system has been provided in the new building and will be connected to the aforementioned existing fire alarm system. See revised sheet E3.1 and E4.1

5. A key box (Knox Box) with the necessary access shall be provided.

The existing Knox box is located at the Hurley Center entrance where the new link will be built. The new knox box is shown on one of the new canopy columns just to the north of its current

location. The final location of the knox box will be reviewed and approved by the fire department prior to installation.

POLICE DEPARTMENT- dated 9/19/217

Reviewer: Brandi Romag, Crime Prevention Officer

1. Character of Use:

The character of use should not be problematic.

No comments from JNKA

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. Special attention should be given to illuminating parking lot areas, and area around garage, pathway, shed and more secluded areas on the east side of the building. These areas should be illuminated especially during nighttime. *2 wall packs are provide on the east side of the building and 2 on the south side of the building. This will light up the more secluded areas of the site while still maintaining the requirements for 0.1 footcandles at the property line. Additional lighting is not provided to the east side of the existing garage due to the proximity to the neighboring property.*

3. Present Traffic Problems?

Traffic volume during church services is managed with AHPD staffed details on Saturday evening and Sunday mornings through early afternoon.

No comments from JNKA

4. Traffic Accidents at particular location?

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

No comments from JNKA

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

No further comments,

No comments from JNKA

6. General Comments

- a. 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...

*The contact card has been updated and submitted as **EXHIBIT C**.*

- b. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities – theft, trespassing, vandalism, underage drinking, drug use, etc.

The bulk of the landscaping incorporates low-laying bushes and shrubs that will not create an area for illegal activities. The only densely located 6'-0' high shrubs are located up against the mechanical unit wood fence enclosures. There is no area behind these shrubs to harbor any illegal activities.

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

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350 S. Northwest Highway, Suite 106, Park Ridge, Illinois 60068
Ph: 847.692.6166 www.jnka-architects.com Fax: 847.692.2002

St. Edna would prefer not to post "No Trespassing" signs. St. Edna has always allowed the neighbors to utilize their property and would not want to discourage this activity.

HEALTH & HUMAN SERVICES DEPARTMENT

Reviewers: David Robb, Jeff Bohner and James McCalister

1. The existing well must be properly abandoned by a licensed contractor and witnessed by this Department.

*The well has been abandoned and sealed. This activity was observed by Sean Freres from the Village of Arlington Heights on September 6, 2013. See form included as a part of this response package and included as **EXHIBIT D**.*

2. Parking lots with 301 to 400 parking spaces requires a minimum of eight (8) Accessible Parking Spaces per IAC Section 400.310(c)(1). In accordance with the requirements of IAC section 400.310(c)(2 and 3).

As indicated on the Existing Site Plan as well as the Proposed Site Plan, St. Edna currently has 11 Accessible Parking Spaces – 6 on the Southeast edge of the parking lot and 5 just west of the existing Church. St. Edna will continue to designate these spaces for Accessible Parking only.

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

Reviewer: Sam Hubbard

7. The Plan Commission must review and approve the following action:
 - a. PUD Amendment to Ordinance 02-005 and Ordinance 13-072 to allow for construction of a 13, 425 sf parish center building addition.
 - b. A variation from Ch. 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from XXX (additional data needed to verify amount) to 378 spaces.

The variance requested is to allow a reduction to the minimum number of required parking stalls from 629 to 377 spaces. The variance letter and narrative have been updated to reflect these updated numbers.
8. A courtesy meeting with the neighbors is required prior to appearing before the Plan Commission. Has this meeting been scheduled?

The neighborhood meeting will be held on Tuesday, October 17th at 7:00. Meeting minutes will be provided to the Village of Arlington Heights.
9. The rectory was not shown on the plans as indicated in 2015. Please confirm the long-term plans for the church relative to an onsite rectory.

The rectory is no longer being considered. The existing rectory is located on a residential lot east of the St. Edna property.
10. Please provide additional information on the 3 proposed HVAC units. Will they all be the 20 ton Carrier grade units as indicated in 2013? How tall are the units? Will the proposed fence and

landscaping be adequate to buffer the sound? The proposed fence around the units is 8' in height, is the 8' tall fence needed to fully screen the unit?

As indicated there are 3 HVAC units.

RTU-1: North East location: 25 tons; RTU sits on a 36" high curb. The unit is 57 3/8" for a total height of 7'-9 3/8".

RTU-2: South East location: 25 tons; RTU sits on a 36" high curb. The unit is 57 3/8" for a total height of 7'-9 3/8".

RTU-3: North West location: 10 tons; RTU sits on a 14" curb. The unit is 49 3/8" for a total height of 5'-3 3/8".

*Cuts sheets have been provided. See **EXHIBIT E**.*

Given the heights listed above, an 8'-0" fence is required for RTU-1 and RTU-2 in order to fully screen the unit. The precast screen wall on the north side of RTU-3 is taller than required to screen that unit, but blends with the architecture of the adjacent building. The fence on the east of RTU-3 has been reduced to a 6'-0" high fence.

The db rating of the units are 50db at 50'-0" away. This is equivalent to the sound level of normal conversation. This is further dampened by the fencing and landscaping that surrounds the unit and the actual distance to the neighboring property line which is 131'-0" away. The fencing can reduce the sound by 5 decibels and the landscaping by 3 decibels. When you double the distance from the mechanical unit, you decrease the sound by 5 decibels as well. Since the decibel scale is logarithmic, a 10-decibel drop decreases the perceived noise by half.

*Sound data for the RTUs have been included as **EXHIBIT F**.*

11. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Dept. review comments include a revision date.

All changes to the drawings are marked by revision cloud 1. The drawings are all dated with a revision date of 9/25/2017.

12. The engineering plans and architectural site plans do not appear to be consistent. Please revise the plans so that they reflect the same information.

The engineering plans and the architectural site plans have been updated to have the same background.

13. Building height for buildings with a flat roof is defined as measured from the average elevation of the finished lot grade at the front of the building to the highest point of the roof in the case of a flat roof. Please revise the drawing to measure the building height from the average elevation at the front of the building to the top of the roof (this excludes the parapet walls and faux gable).

An elevation tag has been added to the proposed elevations. The average finished grade of the front of the building is the 0'-0" level (695.91) meaning that the average building height according to the above definition would be 29'-10" (725.74). This is marked by the elevation tag labelled "T/Roof Deck." The zoning information on the site plan has been modified to indicate a 29'-10" building height.

14. Please add the existing shed to the building lot coverage calculation.

JAEGER NICKOLA KUHLMAN & ASSOCIATES, LTD., ARCHITECTS
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The existing shed with an area of 300 square feet has been added to the lot coverage calculation.

15. The FAR does not appear to take into consideration the basement space of the Hurley Center. Please confirm that the height of the basement space is less than half above the finished lot grade.

The main level of the Hurley Center is 694.75. The basement level of the Hurley Center is 11'-6" below that elevation or 683.25. The spot elevations from the survey around the Hurley Center are 695.1, 694.53, 694.49. The Hurley Center is nearly fully below grade and does not need to be added to the FAR calculation.

16. Design Commission approval is required for the proposed building addition. Design Commission hearing is scheduled for Sept. 26th.

The Design Commission approved the project on Sept. 26th, 2017.

17. There are several areas where the parking calculations must be re-evaluated in order to determine the code required parking. Please clarify the following:

Church:

- a. Please delineate the areas that are considered the nave and what areas are considered the choir area.

The choir is now marked on the plan and can be found directly west of the Sanctuary.

- b. Please confirm that Christmas and Easter services are the only times when seating in the narthex is provided and that 130 seats are the maximum number of seats in the narthex.

Christmas and Easter are the only times when there is seating in the narthex and 130 seats are the maximum number of seats provided.

- c. Were the number of seats calculated as per the building code (where a continuous row has 1 seat per 18") or are there individual seats?

Where there are individual seats drawn on the floor plan, these areas were counted as individual seats. The number of seats per pew were all calculated using the 18" building code rule. By adding the individual seats and continuous seating counts together we calculated a seating count of 995 in the nave of the church.

Doherty Center:

- d. The sum of meeting rooms 1-9 equates to 5,320 sf, however, the table indicated that there are 5,342 sf.

The table has been updated to reflect the 5,320 sf of meeting rooms plus the 515 sf of the nursery, therefore adding to a total of 5,835 sf.

- e. The table lists 750 sf of office spaces in the Doherty Center, yet no office spaces are indicated on the floor plan. Is the "Music Library" used as office space, or just for storage of music played within the church?

The submitted main floor plan showed part of an old design scheme. The plan has been updated to show 3 offices in the location which used to show a youth room. This area is actually considered to be a part of Hurley Center and the parking calculation now reflects that. The 750 sf office line has now been removed from the Doherty Center and a 735 sf office space line has been added under Hurley Center. Please note that the "existing office area" line refers to the untouched offices in the Hurley Center while the "offices" line refers to the 3 new offices marked as a part of revision 1 on the plan.

- f. The Nursery should be included as part of the multi-purpose rooms and the label should be changed to read "Nursery/Multi-purpose".
The table has been updated to reflect this. The spaces now have a combined area of 5835 sf and require 117 parking spots per code.

Hurley Center:

- g. The upstairs youth room was not included within the "Youth Room" line item in the table. Please incorporate the 728 sf into the parking table.
The upstairs youth room was part of an old design scheme. The current plan places 3 offices in this space. The plan and parking table have been updated to reflect this.
18. The project narrative indicated that the church will not rent out the facilities while Mass is taking place. To whom does the church rent out the facility and for what purposes (both current and future)?
St. Edna does not currently rent out their facility nor do they have any current plans to rent out their new facility. If they would rent out the facility in the future they would not rent it out when the church is utilizing their main worship space.
19. The parking study estimated peak demand at 309 spaces and the proposed parking lot will accommodate 378 parking spaces. If peak demand is estimated at 309 spaces, please explain the reason for needing an oversupply of parking.
The estimated peak demand of 309 parked vehicles represents the typical Sunday parking throughout the year at the church. However during religious holidays, the parking demand at St. Edna, like other religious facilities, increases. Many churches in Arlington Heights and the surrounding area rely on on-street parking to accommodate the additional parking. Near St. Edna there are a few residential streets with parking and on-street parking is not permitted on Arlington Heights Road. The oversupply of parking is to accommodate the peak holiday parking demand due to the minimal availability of on-street parking. In addition to overflow parking, the construction of this parking area will also provide additional spaces near the Parish Center for nighttime events in the new facility.

Landscaping

- 1. The ends of all parking rows must include a 4" caliper shade tree (Ch. 28, Section 6.15-1.2b). Please incorporate a shade tree near the Parish Center at the west end of the parking row.
A 4" Ironwood tree has been added to the west end of the parking row. In order to accommodate this tree we have taken away one parking space in that row, reducing the new

parking total from 45 spaces to 44. Please see the attached architectural site plan or the landscaping plan (L1.0).

2. Provide additional landscaping adjacent to the proposed parking lot on the east side. The landscaping must be layered and should include a mix of evergreen trees and shrubs in order to provide a dense layered buffer.

Landscaping has been added to the east side of the proposed lot. Please refer to the attached landscape drawing L1.0 for proposed plant types.

3. Landscape screening must be provided for any utility/mechanical areas.
All utility and mechanical areas will be screened with landscaping.

4. A landscape compliance bond in the amount of 30% of the landscaping costs will be required and a tree fee of \$200 is required for each tree identified for preservation. In addition, a \$4 tree fee is required for each lineal foot of frontage.

A landscaping compliance bond will be provided when requested.

Stages and Platforms

By Ronald L. Geren, AIA, CSI, CCS, CCCA, SCIP

It was a cold afternoon on December 30, 1903, in Chicago. Almost 2,000 patrons, mostly women and children, were crammed into the five-week-old Iroquois Theatre, which was designed to seat slightly fewer than 1,700. The difference in the occupancy was made up by patrons holding standing-room-only tickets, which were commonly issued during that period. Suspended in the fly gallery above the stage were scenery flats—thousands of square feet of painted fabric. Located in close proximity to the scenery were electric arc spotlights that were illuminated for the matinee showing of Mr. Bluebeard.

Sometime late in the second act, one of the spotlights sparked, igniting the adjacent scenery. The fire spread through the fly gallery as flaming debris fell to the stage. Panic ensued and performers and patrons began to run for the exits. The asbestos “fire curtain” at the proscenium was lowered, but became snagged on a light reflector, preventing its full closure.

A door off the side of the stage was opened as the performers exited, allowing cold air to rush in. Since the stage vents were secured from opening, the burst of cold air generated a fireball that blew past the stuck curtain into the house seating, seeking escape through the ventilation provided in the rear wall at the uppermost balcony level. The fireball ignited everything flammable in its path as it rose—primarily in the upper levels—consuming the air that was up there and asphyxiating most patrons who weren’t lucky enough to escape.

Within 15 minutes of ignition, the fire essentially burned out by itself, and all was quiet in the theater.



The theater structure—billed as “Absolutely Fireproof” in the show’s program—remained intact. However, a total of 602 lives were lost, mostly due to the inadequacy of the theater’s egress system. It remained the deadliest single building fire in American history until the events of September 11, 2001[†].

Although the egress system of the Iroquois Theatre was wholly ineffective to handle the volume of patrons attending that day, it is undisputable that many of the casualties would have survived if the stage area was designed with sprinkler protection, and if installed safety equipment were functioning properly. Quoted in the *New York Times* shortly after the fire, then mayor of Chicago, Carter H. Harrison, said,

...the fact remains, and it cannot be denied, that there would have been no panic if the apparatus in this theatre, which, judged by all ordinary standards, was the best equipped playhouse in the city, had been in proper working condition. There is no getting beyond that fact.

Building Code Requirements

Several of the theater-related building code requirements in effect at the time of the Iroquois fire are similar to those in the *International Building Code* (IBC)[‡]. Since many of the historic theater fires have started within the stage area (like the Iroquois’), building codes have focused on the regulation of combustible materials, the suppression of fire, and the containment of fire to the stage area, in addition to means of egress.

[†] The north building of the World Trade Center had an estimated 1,366 deaths and the south building had 618 deaths, excluding passengers of the planes that struck the buildings.

[‡] The 2009 IBC, Second Printing, is used in the preparation of this article.

Due to their similarities, the individual requirements for stages and platforms are both found in a single section of Chapter 4 in the IBC. Although providing similar functions, stages and platforms in the IBC are clearly defined in order to highlight their differences. The significant difference between a stage and a platform is that stages have “overhead hanging curtains, drops, or scenery or stage effects other than lighting and sound,” whereas these are absent from platforms. As demonstrated in the Iroquois Theatre tragedy, overhead scenery and other combustibles increase the fire hazard; thus, stages are subject to more restrictive requirements.

Common to both stages and platforms are the superstructures located above them for access, supporting lighting, scenery, and other equipment. Called gridirons, pinrails, and catwalks, these structures shall be fabricated of materials consistent with the building’s type of construction, but are not required to have a fire-resistance rating. Also, since they are designed for human access in most cases, these structures are not to be considered as floors, stories, mezzanines, or levels.

Platforms

There are two types of platforms: permanent and temporary. Temporary platforms are those erected for a short period of time not to exceed 30 days. Platforms are generally used to raise the performance or speaker area to an elevation that allows better viewing by patrons, but does not involve complex scenery or have curtains.

Permanent platforms are permitted to be constructed of materials required for the type of construction of the building. However, in Type I, II, and IV buildings, fire-retardant-treated wood may be used for platforms complying with the following:

- The platform is not higher than 30 inches above the main floor;
- The platform is no more than 1/3 of the room floor area; and,
- The platform is not more than 3,000 sq. ft. in area.

If the space below the platform is used for storage or any use other than equipment, wiring, or plumbing, the floor construction of the platform shall be not less than one-hour fire-resistive construction, regardless of the building construction type.

Temporary platforms may be constructed of any materials permitted by the IBC. However, the space under the platform can only be used only for wiring and plumbing connected to platform equipment—storage or any other use is not permitted.

Stages

Unlike platforms, stages have unique characteristics that give them a higher risk for fire. As the definition indicates, stages utilize scenery drops, curtains, and other combustibles that are stored in an overhead space above the stage that is defined in the

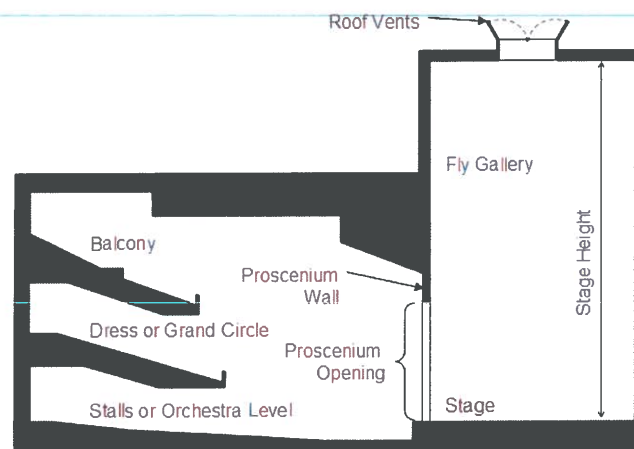


Figure 1 - Typical Theater Cross-Section

IBC as the “fly gallery,” but is also referred to in the industry as the “fly tower” or “fly loft.” This overhead space could be extremely high—at least 2 to 2-1/2 times the height of the proscenium, which is the opening between the stage and the seating area. The measurement between the lowest stage surface and the highest point of the roof or floor deck of the fly gallery is considered the “stage height” and it has code compliance implications.

The size of the stage in terms of floor area also has code compliance implications. When the IBC refers to the floor area of a stage, it includes the entire performance area and any backstage and support areas not separated from the performance area by fire-resistance rated construction. Therefore, this area can be much larger than just the visible performance area.

The construction of the stage itself varies with a building’s construction type. In Type IIB and IV construction, stages may be constructed of 2-inch wood decking provided the proscenium wall has a 2-hour fire-resistance rating. In Type IIA, IIIA, and VA construction, a fire-resistance-rated floor assembly is not required as long as the space below the stage is protected by an automatic sprinkler system or an alternative automatic fire-extinguishing system. In all types of constructions, the finished floor of the stage may be of wood or other approved noncombustible materials.

One of the requirements based on stage height is the fire-resistance rating of the proscenium wall. If the stage height exceeds 50 feet, the proscenium wall must have a 2-hour fire-resistance rating and must extend from the foundation to the roof. When the proscenium is required to have a fire-resistance rating, the proscenium curtain shall comply with NFPA 80, *Standard for Fire Doors and Other Opening Protectives*, or provide a water curtain complying with NFPA 13, *Installation of Sprinkler Systems*, or a smoke control system complying with IBC Section 909. The smoke control system option is only permitted if the assembly seating *is not* smoke-protected.

Whether the proscenium wall is required to be protected or not, the stage is still required to be separated from dressing rooms, workshops, storerooms, and other spaces accessory to the stage by fire barriers and horizontal assemblies. If the proscenium is not required to be fire-resistance rated, then the required separation need only be 1 hour; if the proscenium is required to be rated, then a 2-hour separation is required. Additionally, these spaces are required to be separated from each other with fire barriers or horizontal assemblies having a 1-hour fire-resistance rating.

To prevent fires from spreading quickly on the stage and in the fly gallery, as experienced in the Iroquois Theatre, the scenery used must comply with the requirements of NFPA 701, *Standard Methods of Fire Tests for Flame Propagation of Textiles and Films*, and with Section 806 of the *International Fire Code* (IFC) for decorative vegetation. Foam plastics used in scenery are required to comply with the requirements of IFC Section 2603.

When a stage has an area greater than 1,000 sq. ft. or a height greater than 50 feet, then one of the following must be provided:

- Two or more roof vents having an aggregate area that is at least 5% of the stage area. The vents are to be located near the center above the highest point of the stage. Operation of the vents shall be heat-activated (typically by fusible links), as well as manually.
- A smoke control system complying with IBC Section 909 that will maintain a smoke layer not less than 6 feet above the highest seating level in the auditorium or above the top of the proscenium opening when the proscenium has a 2-hour fire-resistance rating.

Means of egress from a stage shall be provided by two exits—one on each side of the stage and one on each side of the space under the stage. Furthermore, exterior doors located on the stage that are required for means of egress or may otherwise be opened when the theater is occupied, must be provided with a vestibule. This is to prevent sudden drafts of air into the theater—similar to the rush of air that sent the massive fireball into the upper levels at the Iroquois Theatre. Fly galleries and gridirons shall also be provided with at least one means of escape, and may utilize steel ladders, alternating tread devices, or spiral stairways that egress to the stage roof.

Stages are required to have an automatic sprinkler system, which was so tragically missing from the Iroquois Theatre. This is required whether or not the rest of the theater is required to be sprinklered per IBC Section 903.2.1.1. The only exception is for stages that have an area 1,000 sq. ft. or less, or a height 50 feet or less, *and* that do not have curtains, scenery, or other combustible hangings that are retracted vertically. Sprinklers are also not required in areas under the stage that are less than 4 feet clear in height, used only for storage of tables and chairs, and are separated from adjacent areas with 5/8-inch-thick Type X gypsum board.

For stage areas greater than 1,000 sq. ft., a Class III wet standpipe shall be provided on both sides of the stage, each with 1-1/2-inch and 2-1/2-inch hose connections. However, if a sprinkler system is required in the building or fire area, then only 1-1/2-inch hose connections are required, and they may utilize the same standpipe required for the NFPA 13 sprinkler system. Additionally, a Class II or III standpipe installed in accordance with NFPA 14, *Standard for the Installation of Standpipes and Hose Systems*, may be used instead of the other systems described.

The Chicago building code in effect in 1903—*An Ordinance relating to the Department of Building and Governing the Erection of Buildings, Etc. in the City of Chicago*—incorporated requirements that exhibit a comprehensive understanding of the fire threat in theaters for that period of time. However, even the most comprehensive and technically advanced building code will not prevent a disaster if owners and designers do not comply with code requirements, and if building departments do not enforce them, which was the situation with the Iroquois Theatre—a lesson that was learned too late.

To comment on this article, suggest other topics, or submit a question regarding codes, contact the author at ron@specsandcodes.com.

About the Author: Ronald L. Geren, AIA, CSI, CCS, CCCA, SCIP, is an ICC Certified Building Plans Examiner, and is the principal of RLGA Technical Services located in Scottsdale, Arizona, which provides specifications and code consulting services to architects, engineers, owners, and product manufacturers. A 1984 graduate of the University of Arizona, Ron has over 25 years of experience with military, public, and private agencies.

Suggested Reading:

Brandt, Nat. *Chicago Death Trap: The Iroquois Theatre Fire of 1903*. New York: Southern Illinois University, 2006. Print.

VIPER S SERIES

SMALL VIPER LUMINAIRE

Cat.#

EXHIBIT B

Job

Type



BEACON
design · performance · technology

Approvals

SPECIFICATIONS

Intended Use:

The Beacon Viper luminaire is available with a wide choice of different LED Wattage configurations and optical distributions designed to replace HID lighting up to 400W MH or HPS.

Construction:

- Manufactured with die cast aluminum.
- Coated with a polyester finish that meets ASTM B117 corrosion test requirements and ASTM D522 cracking and loss of adhesion test requirements.
- External hardware is corrosion resistant.
- One piece optical cartridge system consisting of an LED engine, LED lamps, optics, gasket and stainless steel bezel.
- Cartridge is held together with internal brass standoffs soldered to the board so that it can be field replaced as a one piece optical system.
- Two-piece silicone and micro-cellular polyurethane foam gasket ensures a weather-proof seal around each individual LED.

Electrical:

- 100V through 277V, 50 Hz to 60 Hz (UNV), or 347V or 480V input.
- Power factor is $\geq .90$ at full load.
- All electrical components are rated at 50,000 hours at full load and 25°C ambient conditions per MIL- 217F Notice 2.
- Dimming drivers are standard, but must contact factory to request wiring leads for purpose of external dimming controls.
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is certified by UL for use at 600VAC at 90°C or higher.
- Plug disconnects are certified by UL for use at 600 VAC, 13A or higher. 13A rating applies to primary (AC) side only.
- Fixture electrical compartment shall contain all LED driver components and shall be provided with a push-button terminal block for AC power connections.
- The housing is designed for an optional twist lock photo control receptacle.
- Ambient operating temperature -40°C to 40°C
- Surge protection - 20KA.
- Optional 7-pin ANSI C136.41-2013 twist-lock photo control receptacle available. Compatible with ANSI C136.41 external wireless control devices.
- Lifeshield™ Circuit - protects luminaire from excessive temperature. The device shall activate at a specific, factory-preset temperature, and progressively reduce power over a finite temperature range. Operation shall be smooth and undetectable to the eye. Thermal circuit is designed to "fail on", allowing the luminaire to revert to full power in the event of an interruption of its power supply, or faulty wiring connection to the drivers. The device shall be able to co-exist with other 0-10V control devices (occupancy sensors, external dimmers, etc.).

Controls/Options:

- Available with an optional passive infrared (PIR) motion sensor capable of detecting motion 360° around the luminaire. When no motion is detected for the specified time, the Motion Response system reduces the wattage to factory preset level, reducing the light level accordingly. When motion is detected by the PIR sensor, the luminaire returns to full wattage and full light output. Please contact Beacon Products if project requirements vary from standard configuration.
- Available with Energeni for optional set dimming, timed dimming with simple delay, or timed dimming based on time of night (see www.beaconproducts.com/products/energeni).
- In addition, Viper can be specified with SiteSync™ wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or visit www.hubbellighting.com/sitesync for more details.

Installation:

- Mounting options for horizontal arm, vertical tenon or traditional arm mounting available. Mounting hardware included.

Finish:

- IFS polyester powder-coat electro-statically applied and thermocured.
- IFS finish consists of a five stage pretreatment regimen with a polymer primer sealer and top coated with a thermoset super TGIC polyester powder coat finish.
- The finish meets the AAMA 605.2 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance and resists cracking or loss of adhesion per ASTM D522 and resists surface impacts of up to 160 inch-pounds.

Listings:

- DesignLights Consortium (DLC) qualified, consult DLC website for more details: <http://www.designlights.org/QPL>
- Certified to UL 1598 and CSA C22.2 No.250.0
- IDA approved
- This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: <http://www.beaconproducts.com/products/vipersmall>

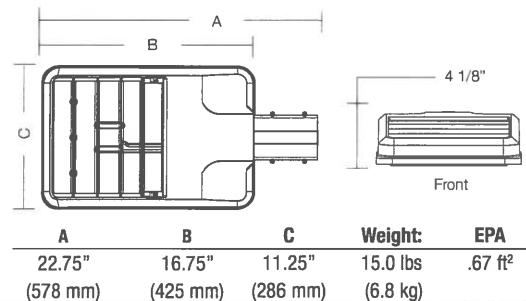
Warranty:

Five year limited warranty for more information visit: www.hubbellighting.com/resources/warranty

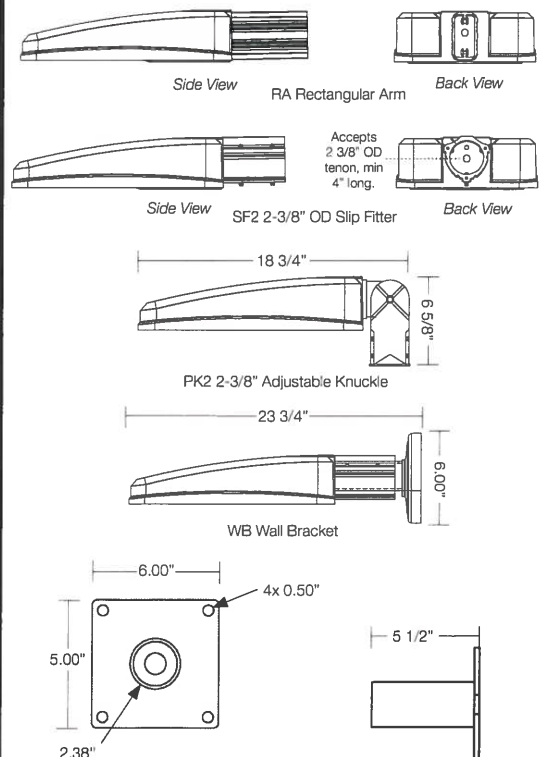
PRODUCT IMAGE(S)



DIMENSIONS



MOUNTING OPTIONS



CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only



BEACON
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HUBBELL
Lighting

EXHIBIT B

ORDERING INFORMATION ORDERING EXAMPLE: VPS/36NB-80/5K/T4/UNV/PCR-TL/SWP/BLC/RA/BBT

VPS	60NB-136	5k	T4	UNV					RA	DB
SERIES	ENGINE-WATTS	LED COLOR ¹	VOLTAGE	ELECTRICAL OPTIONS	HOUSE SIDE SHIELD OPTIONS				FINISH	
VPS viper-small	24NB-55 55W, LED array 30NB-70 ² 70W, LED array 36NB-80 80W, LED array 48NB-110 110W, LED array 60NB-136 136W, LED array	3K 3000K 4K 4000K 5K 5000K OPTICS ⁴ T1 type I T2 type II T3 type III T4 type IV T5R type V, rectangular T5QM type V, square medium T5W type V, round wide FR front row auto optic	UNV 120-277V 347V 347V 480V 480V	PCR-TL Twist lock receptacle with photo control PCR-SC Twist lock receptacle with shorting cap PCR-U Twist lock receptacle dual power feed 2PF ⁷	BLC ³ backlight control BIRD DETERRENT BSP bird spike MOUNTING OPTIONS RA rectangular arm for round or square pole mount. RPA included. SF2 2 3/8" OD slip-fitter PK2 2 3/8" adjustable knuckle WB wall bracket (use with SF2 or PK2), SF2 standard				BBT basic black textured BMT black matte textured WHT white textured MBT metallic bronze textured BZT bronze textured DBT dark bronze textured GYS gray smooth DPS dark platinum smooth GNT green textured MST metallic silver textured MTT metallic titanium textured OWI old world iron RAL	
CONTROL OPTIONS										
GENI-XX ⁶ Energeni SWP ^{1,5} SiteSync Wireless Pre-Commission SWPM ^{1,2,5} SiteSync Wireless Pre-Commission w/ Motion Detection MDD ^{2,5} Motion Dimming Detector										

¹ Must specify group and zone information at time of order. See www.hubbellighting.com/controls/sitesync for further details.
² Specify time delay, dimming level and mounting height.
³ T4 optic only.
⁴ To rotate optics Left or right 90 degrees, specify L or R after the optical distribution example T4L.
⁵ Not available with other wireless control or sensor options.
⁶ When ordering Energeni, specify the routine setting code (example GENI-04). See Energeni brochure and instructions for setting table and options. Not available with sensor options.
⁷ Not available for 347V or 480V input.
⁸ This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at: http://con.beaconproducts.com/content/products/specs_files/Viper_Small_LED_turtle_spec_sheet.pdf
⁹ Not available with SWP and SWPM SiteSync options

PRECOMMISSIONED SITESYNC ORDERING INFORMATION: When ordering a fixture with the SiteSync lighting control option, additional information will be required to complete the order. The SiteSync Commissioning Form or alternate schedule information must be completed. This form includes Project location, Group information, and Operating schedules. For more detailed information please visit www.HubbellLighting.com/products/sitesync or contact Hubbell Lighting tech support at (800) 345-4928.

SiteSync fixtures with Motion Control (SWPM) require the mounting height of the fixture for selection of the lens.

Examples: VP-S/24NB-55/5K/T3/UNV/SWP/RA/DBT SiteSync only
 VP-S/24NB-55/5K/T3/UNV/SWPM-20F/RA/DBT SiteSync with Motion Control

MDD ORDERING INFORMATION: When ordering a fixture with the motion detection option (MDD), please specify the appropriate information. These settings are specified in the ordering as shown in the example below.

VP-S/24NB-55/5K/T3/UNV/MDD - 1 to 30 min. - 33% or 50% - ?? / RA/DBT

High to Dim Delay Low Level Mounting Height (ft.)



SiteSync Lighting Control is available from our most popular brands in a broad range of award-winning product families.

Accessories and Services (Ordered Separately)

Catalog Number	Description
SWUSB*	SiteSync loaded on USB flash drive (Windows based only)
SWTAB*	SiteSync Windows Tablet
SWBRG*	SiteSync Wireless Bridge Node

*When ordering with SiteSync, one of the following interface options must be chosen and ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.
 + If needed, an additional Bridge Node can be ordered.



DesignLights Consortium qualified.
 Consult DLC website for more details:
<http://www.designlights.org/QPL>

Hubbell Control Solutions - Accessories (sold separately)

Catalog Number	Description	HCS System
NXOFM-1R1D-UNV	On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with HubbNET Radio and Bluetooth® Radio, 120-480VAC	NX Distributed Intelligence™
WIR-RME-L	On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110-480VAC	wiSCAPE™ Lighting Control

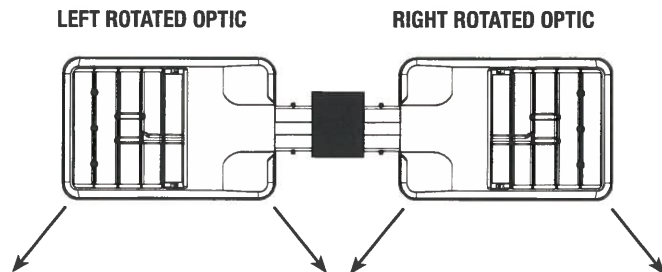
For additional information related to these accessories please visit www.hubbellcontrolsolutions.com. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.



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EXHIBIT B



PERFORMANCE DATA

# LED'S	DRIVE CURRENT (MILLIAMPS)	SYSTEM WATTS	DISTRIBUTION TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
				LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G
24	700 mA	55 W	FR/T1	6339	114	1	0	1	6276	112	1	0	1	5389	97	1	0	1
			T2	5666	102	2	0	2	5610	101	2	0	2	4816	86	1	0	2
			T3	5610	101	1	0	2	5554	100	1	0	2	4784	86	1	0	2
			T4	6171	111	1	0	2	6110	109	1	0	2	5245	94	1	0	2
			T5R	6283	113	3	0	3	6221	111	3	0	3	5341	96	3	0	3
			T5QM	6171	111	3	0	1	6110	109	3	0	1	5245	94	2	0	1
			T5W	6087	109	3	0	1	6027	108	3	0	1	5201	93	3	0	1
30	700 mA	70 W	FR/T1	8096	113	1	0	1	8016	112	1	0	1	6882	96	1	0	1
			T2	7204	101	2	0	2	7133	100	2	0	2	6123	86	2	0	2
			T3	7743	108	2	0	2	7666	107	2	0	2	6659	93	2	0	2
			T4	7896	111	1	0	2	7817	110	1	0	2	6791	95	1	0	2
			T5R	8035	112	3	0	3	7954	111	3	0	3	6829	95	3	0	3
			T5QM	7846	110	3	0	1	7768	109	3	0	1	6669	93	3	0	1
			T5W	8305	116	3	0	2	8222	115	3	0	2	7142	100	3	0	2
36	700 mA	80 W	FR/T1	9515	114	1	0	1	9414	112	1	0	1	8083	96	1	0	1
			T2	8505	101	2	0	3	8415	100	2	0	3	7224	87	2	0	2
			T3	8415	100	2	0	2	8331	99	2	0	2	7175	86	2	0	2
			T4	9256	110	1	0	3	9164	109	1	0	3	7868	94	1	0	3
			T5R	9425	112	3	0	3	9331	111	3	0	3	8011	96	3	0	3
			T5QM	9257	110	3	0	1	9164	109	3	0	1	7868	94	3	0	1
			T5W	9131	109	3	0	2	9040	108	3	0	2	7801	93	3	0	2
48	700 mA	110 W	FR/T1	12679	114	2	0	1	15522	113	2	0	1	10777	97	1	0	1
			T2	11332	102	3	0	3	11220	101	3	0	3	9633	87	2	0	3
			T3	11220	101	2	0	3	11108	100	2	0	3	9567	86	2	0	3
			T4	12342	111	2	0	3	12219	110	2	0	3	10491	95	2	0	3
			T5R	12567	113	4	0	4	12441	112	4	0	4	10682	96	3	0	3
			T5QM	12342	111	3	0	2	12219	111	3	0	2	10491	95	3	0	2
			T5W	12175	110	4	0	2	12053	109	4	0	2	10402	94	4	0	2
60	700 mA	136 W	FR/T1	15848	116	2	0	1	15690	115	2	0	1	13471	98	2	0	1
			T2	14165	103	3	0	3	14025	102	3	0	3	12041	88	3	0	3
			T3	14025	102	3	0	3	13885	101	3	0	3	11959	87	3	0	3
			T4	15427	113	2	0	3	15274	111	2	0	3	13114	96	2	0	3
			T5R	15708	115	4	0	4	15259	111	4	0	4	13352	97	4	0	4
			T5QM	15427	113	4	0	2	15274	111	4	0	2	13314	96	3	0	2
			T5W	15218	111	4	0	2	15066	111	4	0	2	13002	95	4	0	2

¹Lumen 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.



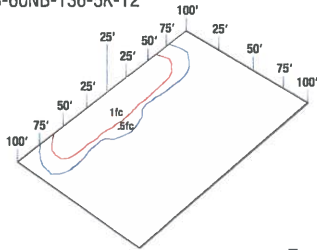
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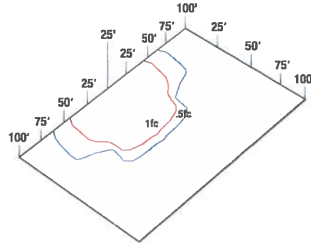
EXHIBIT B

PHOTOMETRICS

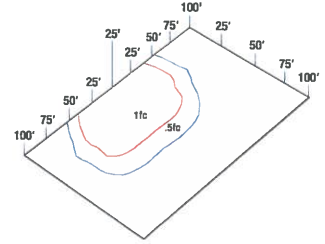
Type II
VP-S-60NB-136-5K-T2



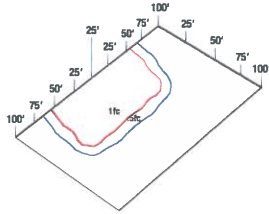
Type III
VP-S-60NB-136-5K-T3



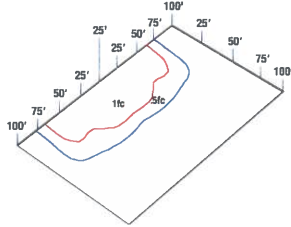
Type IV
VP-S-60NB-136-5K-T4



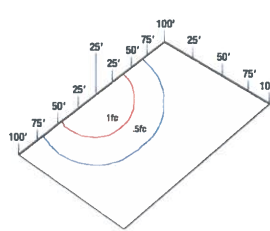
Type V Square Medium
VP-S-60NB-136-5K-T5QM



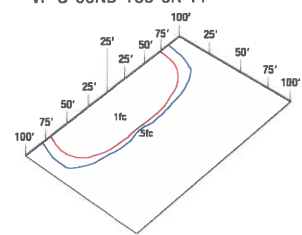
Type V Rectangular
VP-S-60NB-136-5K-T5R



Type V Round Wide
VP-S-60NB-136-5K-T5W



Front Row Auto Optic / Type I
VP-S-60NB-136-5K-FR
VP-S-60NB-136-5K-T1



ELECTRICAL DATA

# OF LEDS	NUMBER OF DRIVERS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	SYSTEM POWER (w)	CURRENT (Amps)
24	2	700 mA	120	55	0.5
			277		0.2
			347		0.2
			480		0.1
30	2	700 mA	120	70	0.6
			277		0.3
			347		0.2
			480		0.1
36	1	700 mA	120	80	0.7
			277		0.3
			347		0.2
			480		0.2
48	1	700 mA	120	110	0.9
			277		0.4
			347		0.3
			480		0.2
60	1	700 mA	120	136	1.1
			277		0.5
			347		0.4
			480		0.3

PROJECTED LUMEN MAINTENANCE

AMBIENT TEMP.	0	25,000	50,000	TM-21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°F	1.00	0.97	0.95	0.95	0.92	>470,000

¹ Projected per IESNA TM-21-11

Data references the extrapolated performance projections for the base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

AMBIENT TEMPERATURE	LUMEN MULTIPLIER
0°C	1.02
10°C	1.01
20°C	1.00
25°C	1.00
30°C	0.98
40°C	0.98

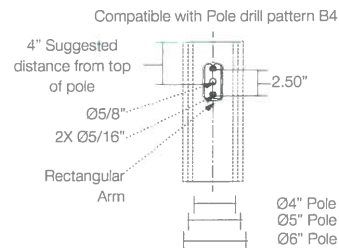
Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

EPA

Config.	EPA
1	.67
2 @ 90°	1.06
2 @ 180°	1.34

Config.	EPA
3 @ 120°	1.68
3 @ 90°	1.73
4 @ 90°	2.12

DRILL PATTERN





KBA8 LED

LED Specification Bollard

Specifications

8" Round
(20.3 cm)

Height: 42"
(106.7 cm)

Weight (max): 27 lbs
(12.25 kg)

Catalog
Number

Notes

Type

Introduction

The KBA8 Bollard is a stylish, fully integrated LED solution for walkways. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 70% in energy savings over comparable 100W metal halide luminaires, the KBA8 Bollard is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: KBA8 LED 16C 700 40K SYM MVOLT DDBXD

KBA8 LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Control options	Other options	Finish ^(required)
KBA8 LED	Asymmetric 12C 12 LEDs ¹	350 350 mA	30K 3000 K	ASY Asym- metric ¹	MVOLT ⁵	Shipped installed PE Photoelectric cell, button type	Shipped installed SF Single fuse (120, 277, 347V) ^{4,7}	DWHXD White
		450 450 mA ^{3,4}	40K 4000 K		120 ⁵			DNAXD Natural aluminum
		530 530 mA	50K 5000 K	SYM Sym- metric ²	208 ⁵	DMG 0-10V dimming driver (no controls)	DF Double fuse (208, 240V) ^{4,7}	DDBXD Dark bronze
	Symmetric 16C 16 LEDs ²	700 700 mA	AMBPC Amber phosphor converted		240 ⁵			DBLXD Black
			AMBLW Amber limited wavelength ^{3,4}		277 ⁵	ELCW Emergency battery backup ⁶	H24 24" overall height	DDBTXD Textured dark bronze
					347 ⁴		H30 30" overall height	DBLBXD Textured black
							H36 36" overall height	DNATXD Textured natural aluminum
							FG Ground-fault festoos outlet	L/AB Without anchor bolts (3 bolt base)
							L/AB4 4 bolt retrofit base without anchor bolts ⁸	DWHGXD Textured white

Accessories

Ordered and shipped separately.

MRAB U Anchor bolts for KBA8 LED⁸

NOTES

- 1 Only available in the 12C, ASY version.
- 2 Only available in the 16C, SYM version.
- 3 Only available with 450 AMBLW version.
- 4 Not available with ELCW.
- 5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- 6 Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
- 7 Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- 8 MRAB U not available with L/AB4 option.
- 9 Striping is available only in the colors listed.



Performance Data

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%.

Light Engines	Drive Current	System Watts	3000 K					4000 K					5000 K					Limited Wavelength Amber				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
Asymmetric 3 Engines (12 LEDs)	350	16	641	40	1	1	1	809	51	1	1	1	870	54	1	1	1					
	530	22	947	43	1	1	1	1,191	54	1	1	1	1,282	58	1	1	1					
	700	31	1,214	40	1	1	1	1,527	51	1	1	1	1,646	55	1	1	1					
	Amber 450	16																324	20	0	1	0
Symmetric 4 Engines (16 LEDs)	350	20	888	44	1	0	0	1,116	56	1	0	0	1,203	60	1	0	0					
	530	28	1,254	45	1	0	0	1,598	57	1	0	1	1,719	61	1	0	1					
	700	39	1,608	41	1	0	1	2,022	52	1	0	1	2,180	56	2	0	1					
	Amber 450	20																374	19	0	0	0

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.00	0.98	0.97	0.95

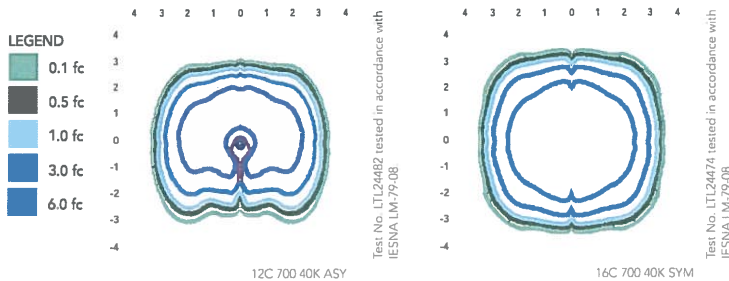
Electrical Load

Light Engines	Drive Current (mA)	System Watts	Current (A)				
			120	208	240	277	347
12C	350	16W	0.158	0.118	0.114	0.109	0.105
	530	22W	0.217	0.146	0.136	0.128	0.118
	700	31W	0.296	0.185	0.168	0.153	0.139
	Amber 450	16W	0.161	0.120	0.115	0.110	0.106
16C	350	20W	0.197	0.137	0.128	0.121	0.114
	530	28W	0.282	0.178	0.162	0.148	0.135
	700	39W	0.385	0.231	0.207	0.185	0.163
	Amber 450	20W	0.199	0.139	0.130	0.123	0.116

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [KBA8 Bollard homepage](#).

Isofootcandle plots for the KB LED Bollards. Distances are in units of mounting height (3').



FEATURES & SPECIFICATIONS

INTENDED USE

The rugged construction and clean lines of the KBA bollard is ideal for illuminating building entryways, walking paths, and pedestrian plazas, as well as any other location requiring a low mounting height light source with fully cutoff illumination.

CONSTRUCTION

One-piece 8-inch round extruded aluminum shaft with thick side walls for extreme durability, a high-impact clear acrylic lens and welded top cap. Die-cast aluminum mounting ring allows for easy leveling even in sloped locations and a full 360-degree rotation for precise alignment during installation. Three ½" x 11" anchor bolts with double nuts and washers and 3 ¾" bolt circle template ensure stability. Overall height is 42" standard.

FINISH

Exterior parts are protected by a zinc-infused super durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering for maximum retention of gloss and luster. A tightly controlled multi-stage process ensures a minimum 3-mil thickness for a finish that can withstand the elements without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Two fully cutoff optical distributions are available: symmetrical and asymmetrical. IP66 sealed LED light engine provides smoothly graduated illumination without any uplight. Light engines are available in standard 4000 K (>70 CRI) or optional 3000 K (>80 CRI) or 5000 K (67 CRI). Limited-wavelength amber LEDs are also available.

ELECTRICAL

Light engines consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (L95/100,000 hours at 700mA at 25°C). Class 2 electronic drivers are designed for an expected life of 100,000 hours with < 1% failure rate. Electrical components are mounted on a removable power tray.

LISTINGS

CSA certified to U.S. and Canadian standards. Light engines are IP66 rated. Rated for -40°C minimum ambient. Cold-weather emergency battery backup rated for -20°C minimum ambient.

WARRANTY

Five-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Specifications subject to change without notice.



Arlington Heights Police Department*Emergency Information Card***EXHIBIT C**

Arlington Heights Police Department

200 E. Sigwalt Street

Arlington Heights, IL 60005-1499

Phone: 847/368-5300

1. Fill in all information by tabbing to each field.

2. When completed, save the form and send as an attachment to: tmorales@vah.com.

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

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

Print Form (To Mail)

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

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

Name (Firm or Residence)

St. Edna Catholic Church

Address/City

2525 N. Arlington Heights Rd.

Telephone Number

847-398-3362

Date Information Obtained

9-10-17

IN CASE OF EMERGENCY PLEASE CALL:**Contact #1**

Name

Fr. Ramirez or Fr. Heidenseich

Address/City

(premises)

Telephone Number

847-749-4686

Cell Number

Contact #2

Name

Tom Walters - Head of maintenance

Address/City

Telephone Number

847-222-0513

Cell Number

224-258-6674

Alarm System☐ No☒ Yes

Phone number:

847-353-7200

Alarm Company Name

Sentry Security

EXHIBIT D

Print Form

ILLINOIS DEPARTMENT OF PUBLIC HEALTH
DIVISION OF ENVIRONMENTAL HEALTH
525 W. JEFFERSON ST.
SPRINGFIELD, IL 62761

**WATER WELL SEALING FORM**

PDF FILLABLE/SAVABLE

**RETURN ALL COPIES TO IDPH OR
LOCAL HEALTH DEPARTMENT**

This form shall be submitted to this Department or the local health department not more than 30 days after a water well, boring or monitoring well is sealed. Such wells are to be sealed not more than 30 days after they are abandoned in accordance with the sealing requirements in the Illinois Water Well Construction Code. THE LOCAL HEALTH DEPARTMENT OR REGIONAL PUBLIC HEALTH DEPARTMENT MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO SEALING.

1. Ownership (Name of Controlling Party)		St. Edna's Catholic Church	
2. Well Location: Well Site Address		2525 N. Arlington Heights Road	City: Arlington Heights, IL Zip: 60004
Lot #	M&B	Land I.D.#	13-17-101-019-0000 County: Cook Township: Wheeling
Range	42N	Section	17 SE Quarter of the NE Quarter of the NW Quarter
GPS: North Degrees 42 Minutes 7 Seconds 18.4188 West Degrees -87 Minutes 58 Seconds 42.779			
Report decimal minutes to minutes and seconds by multiplying the decimal part of the minutes by 60, e.g. latitude 38 degrees 46.07 minutes N would be latitude 38 degrees 46 minutes 4.2 seconds (0.07 x 60 = 4.2) N. Report GPS coordinates to the nearest 0.1 second.			
3. Year Drilled ?		4. Drilling Permit Number (and date, if known) ?	
5. Type of Well Drilled		6. Total Depth (ft.) Diameter (in.) 5	
7. Formation clear of obstruction Yes			
8. Detains of Plugging (bentonite, neat cement or other materials)			
Filled with	Bentonite Chips	From (ft.)	125 to (ft.) 100
Kind of plug	Bentonite Grout 30% sol.	From (ft.)	100 to (ft.) GRADE
Filled with		From (ft.)	
Kind of plug		From (ft.)	
Filled with		From (ft.)	
Kind of plug		From (ft.)	

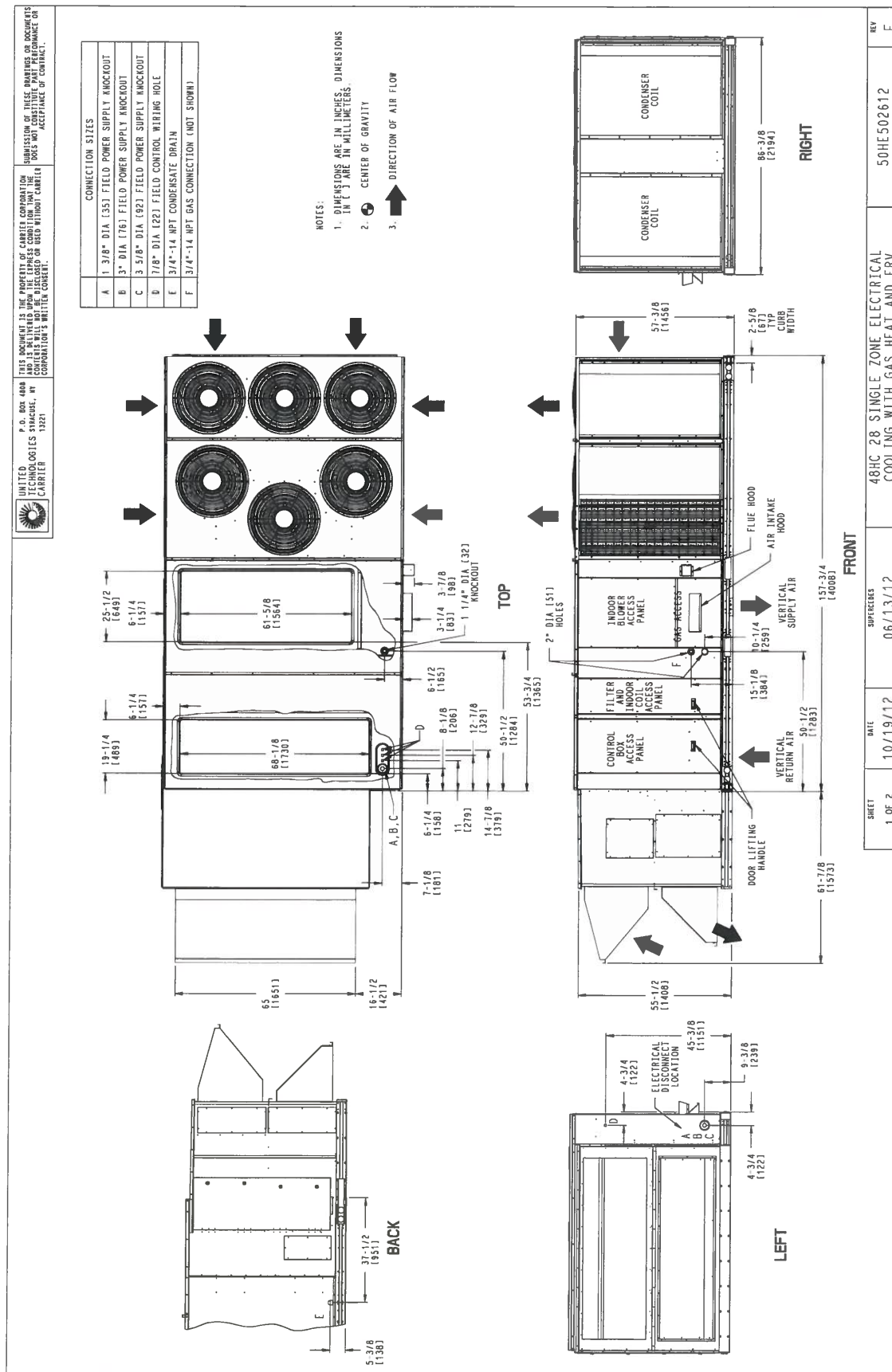
ORDERED BY:
SEAN FREEDS
Vice. of ARLINGTON HTG.
9/6/13

9. CASING RECORD Upper 2 feet of casing removed Yes		10. Date well was sealed 9/6/2013	
11. Licensed water well driller or other person approved by the Department performing well sealing			
Name Stephen A. Snelten		Complete License Number 102-003167	
Address 5 Hillview Drive		City	Barrington State Illinois Zip Code 60010

This state agency is requesting disclosure of information that is necessary to accomplish the statutory purpose as outlined under Public Act-0863. Disclosure of this information is mandatory. This form has been approved by the Forms Management Center. IL 482-0631- Revised 5/09

Questions regarding the completion of this form should be directed to the local health department or the Illinois Department of Public Health 217-782-5830, TTY (for hearing impaired only) 800-547-0466.

03/01/2016
10:16AM




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 ACCEPTANCE OF CONTRACT.

The technical drawings illustrate the 1000 Series Air Handler from two perspectives:

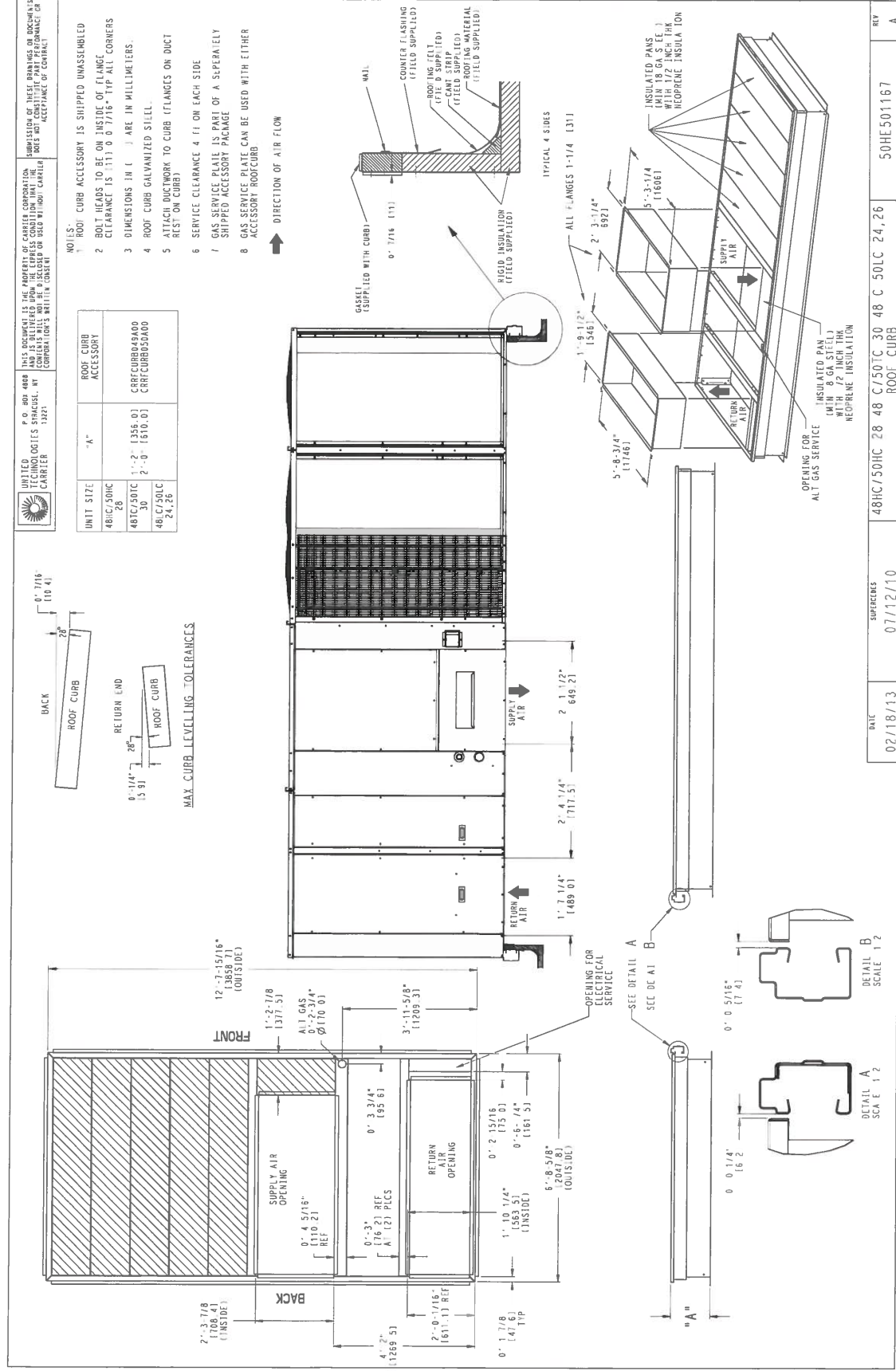
- Top View:** Shows the unit's footprint with dimensions **X** (width) and **Y** (depth). The top surface features six circular coils arranged in two rows of three. Labels include **CORNER B**, **CORNER C**, **CORNER D**, and **TOP**. A central circular feature is marked with a crosshair.
- Front View:** Shows the unit's profile with dimension **Z** (height). It details the front panel, including a large rectangular access door on the right side, a smaller door on the left, and a control panel area. The label **FRONT** is positioned to the right of the drawing.

SHEET 2 of 2	DATE 10/19/12	SUPPLIES 06/13/12	48HC 28 SINGLE ZONE ELECTRICAL COOLING WITH GAS HEAT AND ERV	50HE502612	REV E
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Certified Drawing for RT-1

Project: M16025 - St. Edna Catholic Church
Prepared By:

03/01/2016
10:16AM





Certified Drawing for RT-2

Project: M16025 - St. Edna Catholic Church
Prepared By:

03/01/2016
10:17AM

UNIT	STD UNIT WEIGHT		CORNER WEIGHT (A)		CORNER WEIGHT (B)		CORNER WEIGHT (C)		CORNER WEIGHT (D)		C.G.	
	LBS.	KG.	LBS.	KG.	LBS.	KG.	LBS.	KG.	LBS.	KG.	X	Y
48HC28	3940	1781	1423	647	720	327	603	274	1184	543	39 1/4 (990)	52 7/8 (1344)
												19 (483)

* STANDARD UNIT WEIGHT IS WITH LOW GAS HEAT AND WITHOUT PACKAGING.
FOR OTHER OPTIONS AND ACCESSORIES, REFER TO THE PRODUCT DATA CATALOG.

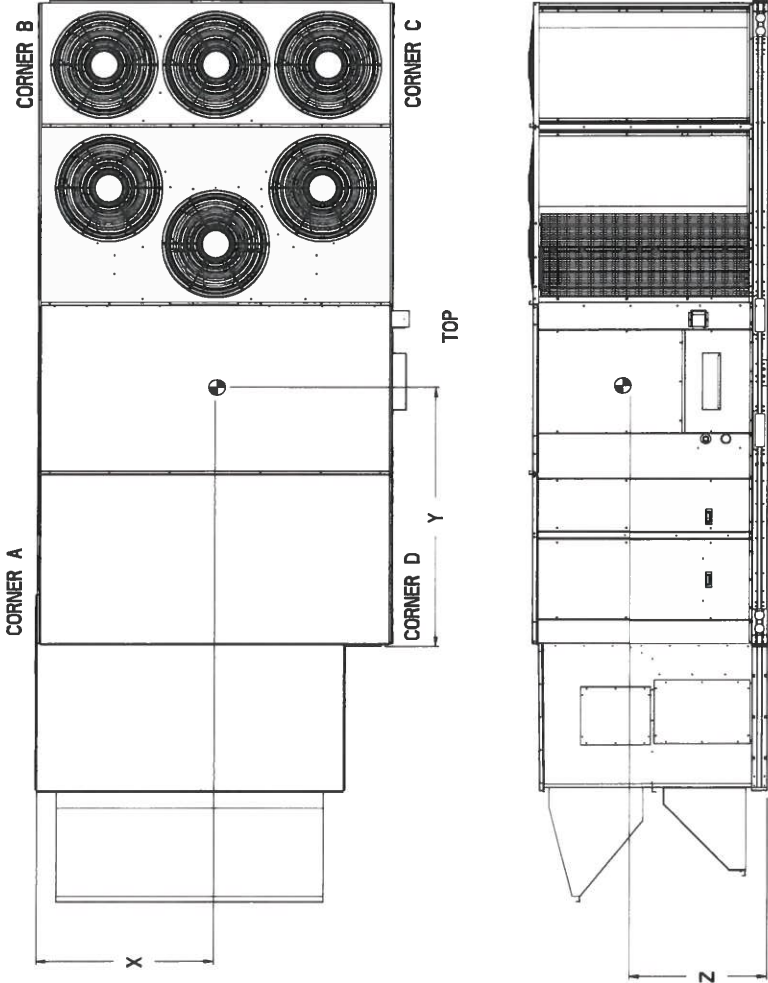


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SHEET	DATE	SUPERSEDES	DESCRIPTION	REV
2 OF 2	10/19/12	06/13/12	48HC 28 SINGLE ZONE ELECTRICAL COOLING WITH GAS HEAT AND ERV	E

Certified Drawing for RT-2

Project: M16025 - St. Edna Catholic Church
Prepared By:

03/01/2016
10:17AM

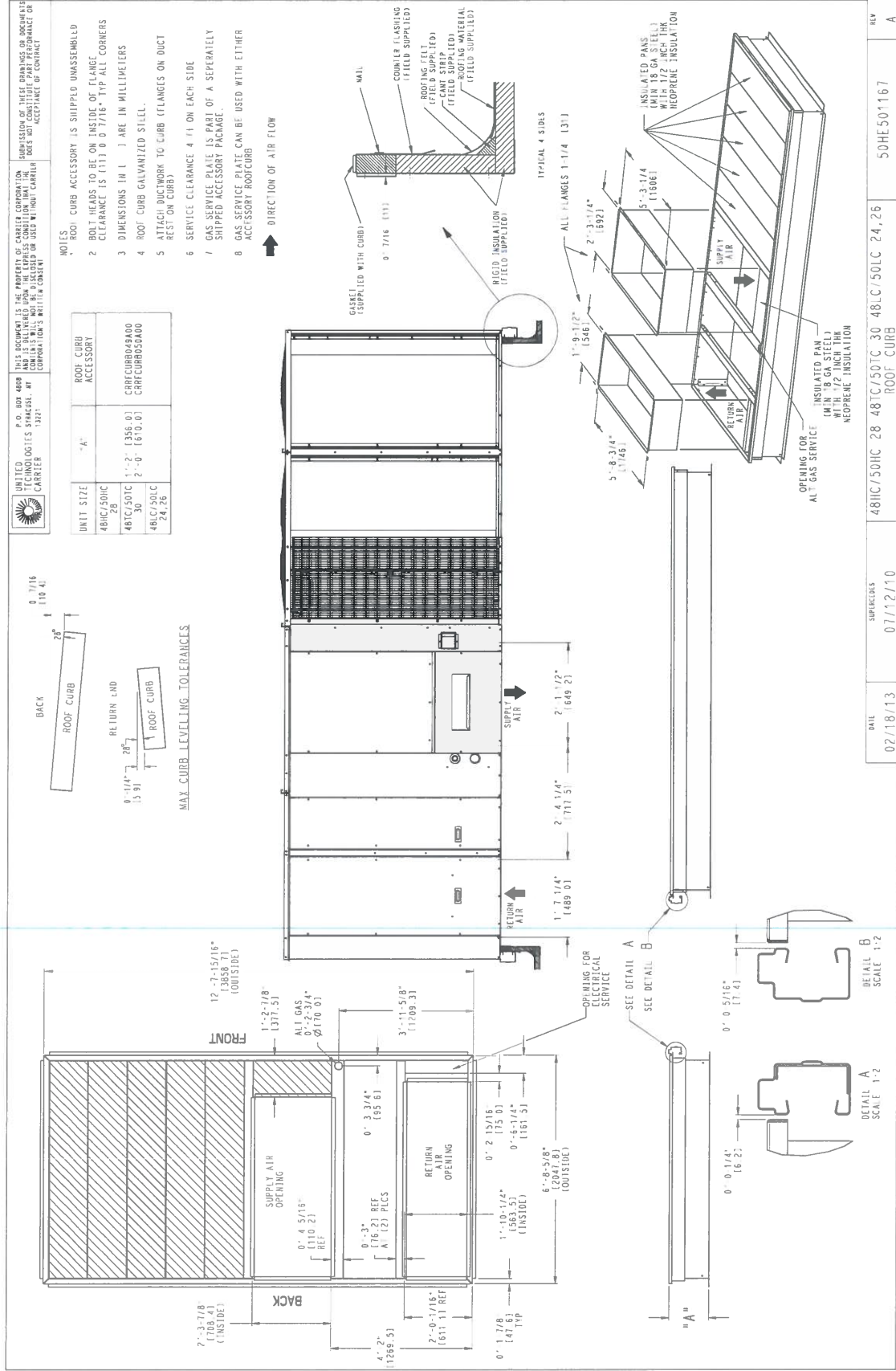
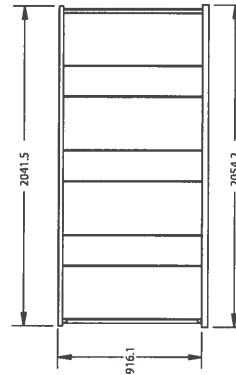
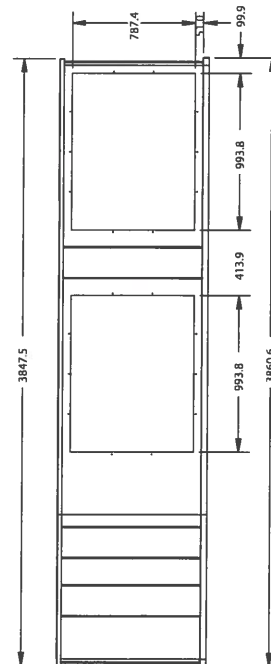
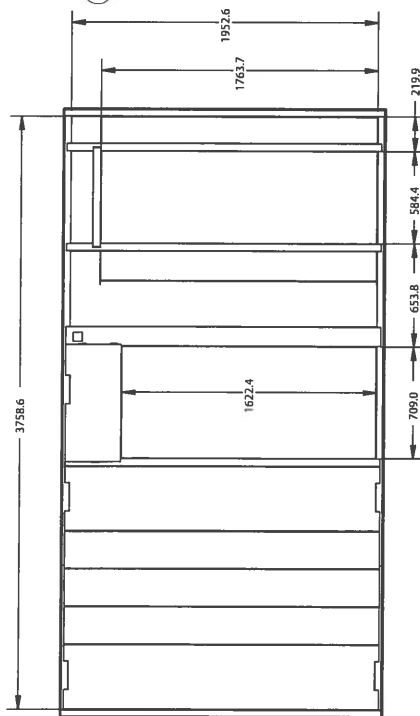
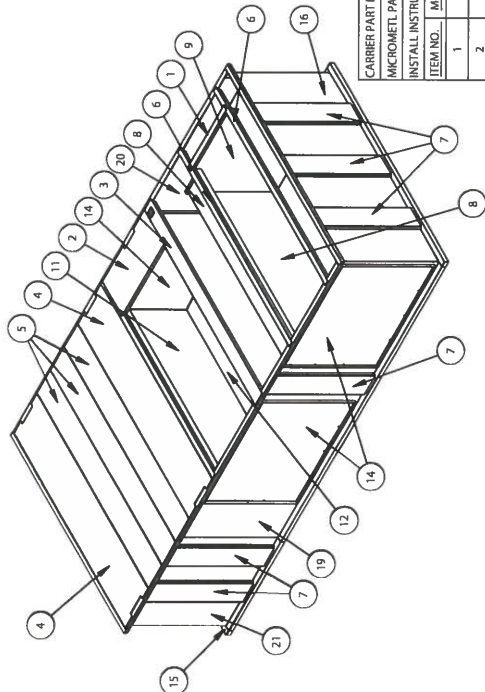


EXHIBIT E

RTU 1 AND 2 WILL
DISCHARGE DOWN INTO
THE CURB SHOWN BELOW.



CARRIER PART NUMBER: CRADCURB012A00			
MICROMETL PART NUMBER: HEGF-W-HC8B			
INSTALL INSTRUCTION # IK-CRADCURB01-01			
ITEM NO.	MMC PART NO.	DESCRIPTION	QTY.
1	0403565A	R/A SUPPORT	1
2	0403566A	S/A SUPPORT	1
3	0403567A	A CROSS SUPPORT	1
4	0403580A	DECK PAN A	2
5	0403581A	DECK PAN B	3
6	0403593A	CROSS SUPPORT	3
7	CRBHE0033	VERTICAL SUPPORT	13
8	CRBHE0034	RETURN SHROUD A	1
9	CRBHE0035	RETURN SHROUD B	1
10	CRBHE0036	SUPPLY SHROUD A	1
11	CRBHE0037	SUPPLY SHROUD B	1
12	CRBHE0038	SUPPLY SHROUD C	1
13	CRBHE0039	RETURN SHROUD C	1
14	CRBHE0040	COVERS	3
15	CRBHE0041	FRONT	1
16	CRBHE0042	REAR	1
17	CRBHE0043	HORIZONTAL CURB, SIDE B	1
18	CRBHE0044	SUPPORT PLATE	2
19	CRBHE0046	HORIZONTAL CURB, SIDE A	1
20	CRBHE0047	HORIZONTAL CURB, SIDE B	1
21	CRBHE0048	HORIZONTAL CURB, SIDE A	1

SIZE	DRAWING NUMBER	REV
D	48TM404345	-

- NOTES:
1. SHIPS FULLY WELDED
 2. INSULATED DECK PANS
 3. INCLUDE 28 LIT OF 1-1/2 X 1/4" GASKETING (9430-0100)
 4. WILL SIT ON STANDARD CURB

Fig. 4 - CRADCURB012A00 Horizontal Curb Adapter Assembly

C12175

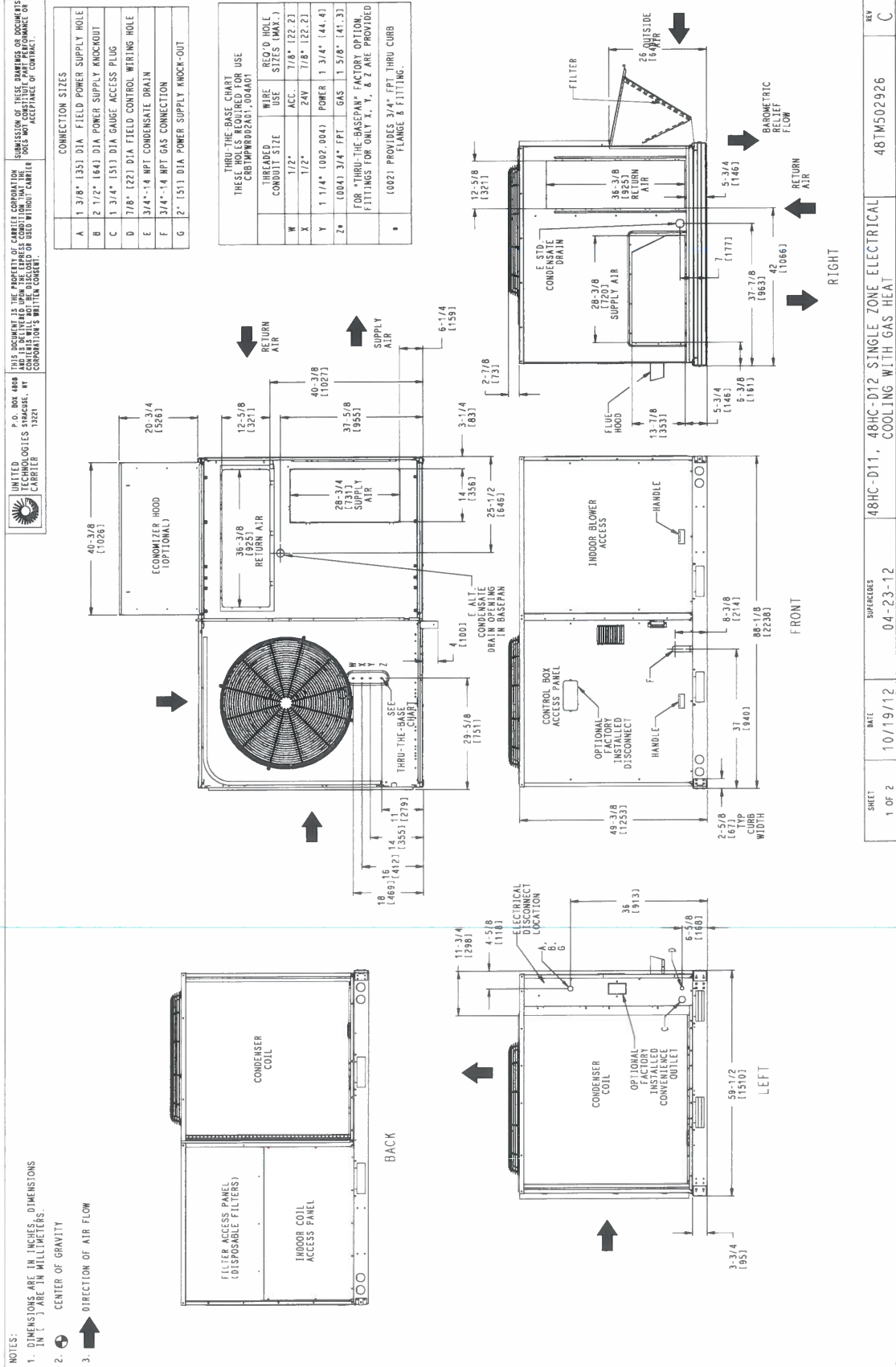
EXHIBIT E

Certified Drawing for RT-3

Project: M16025 - St. Edna Catholic Church
Prepared By:

10/04/2017
01:05PM

RTU-3 WILL BE ON A STANDARD 14" CURB.
DUCTS WILL DISCHARGE OUT THE SIDE OF THE
UNIT.



Certified Drawing for RT-3

Project: M16025 - St. Edna Catholic Church
Prepared By:

10/04/2017
01:05PM

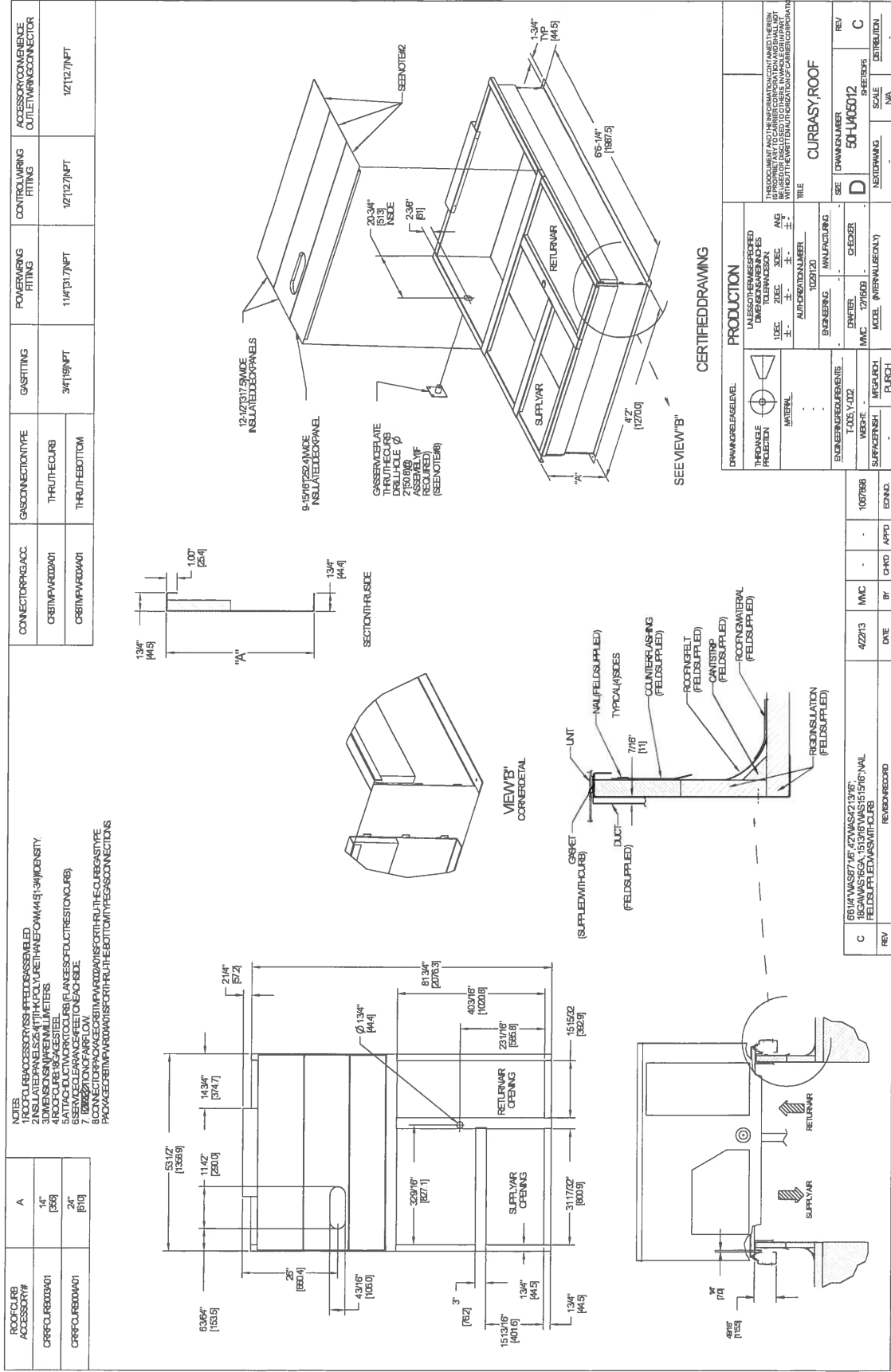


EXHIBIT F**Performance Summary For RT-1**

Project: M16025 - St. Edna Catholic Church
 Prepared By:

09/22/2017
 02:02PM

Leaving Air Temp:	87.5	F
Gas Heating Input Capacity:	320.0 / 400.0	MBH
Gas Heating Output Capacity (R/ERV/S):	324.00 / 119.44 / 443.44	MBH
Temperature Rise:	31.4	F
Thermal Efficiency (%):	81.0	

Supply Fan

External Static Pressure:	0.50	in wg
Options / Accessories Static Pressure		
Economizer:	0.10	in wg
Total Application Static (ESP + Unit Opts/Acc.):	0.60	in wg
Fan RPM:	998	
Fan Power:	5.52	BHP
NOTE:	Selected IFM RPM Range: 913 - 1116	

Electrical Data

Voltage Range:	187 - 253
Compressor #1 RLA:	48.1
Compressor #1 LRA:	245
Compressor #2 RLA:	33.3
Compressor #2 LRA:	239
Indoor Fan Motor Type:	MED
Indoor Fan Motor FLA:	17.1
Combustion Fan Motor FLA (ea):	0.52
Power Supply MCA:	151.8
Power Supply MOCP (Fuse or HACR):	175
Disconnect Size FLA:	161
Disconnect Size LRA:	619
Electrical Convenience Outlet:	None
EnergyX Exhaust [Qty / FLA(ea)]:	2 / 7.78
Outdoor Fan [Qty / FLA (ea)]:	6 / 1.5
EnergyX Supply [Qty / FLA(ea)]:	2 / 7.78
EnergyX Wheel [Qty / FLA(ea)]:	1 / 1.2

Electrical Data (Unit produced on or after May 16, 2016)

Compressor #1 RLA:	48.1
Compressor #1 LRA:	245
Compressor #2 RLA:	33.9
Compressor #2 LRA:	240
Power Supply MCA:	152.4
Power Supply MOCP (Fuse or HACR):	200
Disconnect Size FLA:	161
Disconnect Size LRA:	620

May 16, 2016 and beyond units can be identified by serial number 2116P15272 and higher

Control Panel SCCR: 5kA RMS at Rated Symmetrical Voltage**Acoustics**

Sound Rating:	86.0	db
Sound Power Levels, db re 10E-12 Watts		

	Discharge	Inlet	Outdoor
63 Hz	96.7	99.4	97.1
125 Hz	90.0	79.0	88.3
250 Hz	83.6	70.1	84.4
500 Hz	83.6	61.2	83.3
1000 Hz	77.7	55.7	80.7
2000 Hz	76.1	53.9	77.4
4000 Hz	75.6	47.5	73.4
8000 Hz	68.0	36.9	67.3

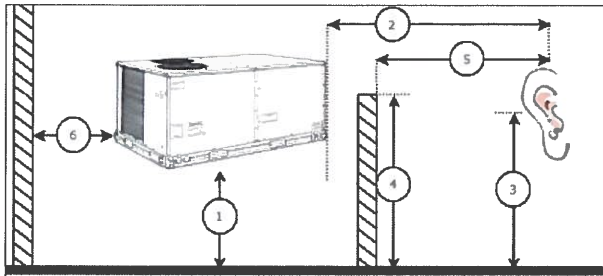
Performance Summary For RT-1

Project: M16025 - St. Edna Catholic Church
Prepared By:

09/22/2017
02:02PM

A-Weighted 85.3 74.1 85.9

Advanced Acoustics



Advanced Acoustics Parameters

1. Unit height above ground: 30.0 ft
2. Horizontal distance from unit to receiver: 50.0 ft
3. Receiver height above ground: 5.7 ft
4. Height of obstruction: 8.0 ft
5. Horizontal distance from obstruction to receiver: 3.5 ft
6. Horizontal distance from unit to obstruction: 0.0 ft

Detailed Acoustics Information

Octave Band Center Freq. Hz	63	125	250	500	1k	2k	4k	8k	Overall
A	97.1	88.3	84.4	83.3	80.7	77.4	73.4	67.3	98.1 Lw
B	70.9	72.2	75.8	80.1	80.7	78.6	74.4	66.2	85.9 LwA
C	58.3	50.4	46.8	45.4	42.0	37.4	31.8	23.7	59.5 Lp
D	32.1	34.3	38.2	42.2	42.0	38.6	32.8	22.6	47.2 LpA

Legend

- A Sound Power Levels at Unit's Acoustic Center, Lw
- B A-Weighted Sound Power Levels at Unit's Acoustic Center, LwA
- C Sound Pressure Levels at Specific Distance from Unit, Lp
- D A-Weighted Sound Pressure Levels at Specific Distance from Unit, LpA

Calculation methods used in this program are patterned after the ASHRAE Guide; other ASHRAE Publications and the AHRI Acoustical Standards. While a very significant effort has been made to insure the technical accuracy of this program, it is assumed that the user is knowledgeable in the art of system sound estimation and is aware of the tolerances involved in real world acoustical estimation. This program makes certain assumptions as to the dominant sound sources and sound paths which may not always be appropriate to the real system being estimated. Because of this, no assurances can be offered that this software will always generate an accurate sound prediction from user supplied input data. If in doubt about the estimation of expected sound levels in a space, an Acoustical Engineer or a person with sound prediction expertise should be consulted.

EXHIBIT F**Performance Summary For RT-2**

Project: M16025 - St. Edna Catholic Church
 Prepared By:

09/22/2017
 02:05PM

Leaving Air Temp:	86.9	F
Gas Heating Input Capacity:	320.0 / 400.0	MBH
Gas Heating Output Capacity (R/ERV/S):	324.00 / 104.87 / 428.87	MBH
Temperature Rise:	31.9	F
Thermal Efficiency (%):	81.0	

Supply Fan

External Static Pressure:	0.50	in wg
Options / Accessories Static Pressure		
Economizer:	0.10	in wg
Total Application Static (ESP + Unit Opts/Acc.):	0.60	in wg
Fan RPM:	987	
Fan Power:	5.31	BHP
NOTE:	Selected IFM RPM Range: 913 - 1116	

Electrical Data

Voltage Range:	187 - 253
Compressor #1 RLA:	48.1
Compressor #1 LRA:	245
Compressor #2 RLA:	33.3
Compressor #2 LRA:	239
Indoor Fan Motor Type:	MED
Indoor Fan Motor FLA:	17.1
Combustion Fan Motor FLA (ea):	0.52
Power Supply MCA:	151.8
Power Supply MOCP (Fuse or HACR):	175
Disconnect Size FLA:	161
Disconnect Size LRA:	619
Electrical Convenience Outlet:	None
EnergyX Exhaust [Qty / FLA(ea)]:	2 / 7.78
Outdoor Fan [Qty / FLA (ea)]:	6 / 1.5
EnergyX Supply [Qty / FLA(ea)]:	2 / 7.78
EnergyX Wheel [Qty / FLA(ea)]:	1 / 1.2

Electrical Data (Unit produced on or after May 16, 2016)

Compressor #1 RLA:	48.1
Compressor #1 LRA:	245
Compressor #2 RLA:	33.9
Compressor #2 LRA:	240
Power Supply MCA:	152.4
Power Supply MOCP (Fuse or HACR):	200
Disconnect Size FLA:	161
Disconnect Size LRA:	620

May 16, 2016 and beyond units can be identified by serial number 2116P15272 and higher

Control Panel SCCR: 5kA RMS at Rated Symmetrical Voltage

Acoustics

Sound Rating:	86.0	db
Sound Power Levels, db re 10E-12 Watts		

	Discharge	Inlet	Outdoor
63 Hz	96.3	98.8	97.1
125 Hz	89.6	78.6	88.3
250 Hz	83.2	70.0	84.4
500 Hz	83.2	61.4	83.3
1000 Hz	77.3	55.8	80.7
2000 Hz	75.7	53.7	77.4
4000 Hz	75.2	47.3	73.4
8000 Hz	67.6	36.6	67.3

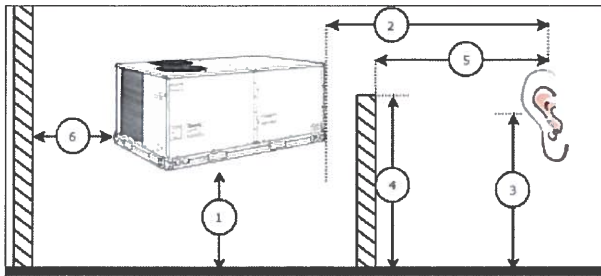
Performance Summary For RT-2

Project: M16025 - St. Edna Catholic Church
Prepared By:

09/22/2017
02:05PM

A-Weighted 84.9 73.5 85.9

Advanced Acoustics



Advanced Acoustics Parameters

1. Unit height above ground: 30.0 ft
2. Horizontal distance from unit to receiver: 50.0 ft
3. Receiver height above ground: 5.7 ft
4. Height of obstruction: 8.0 ft
5. Horizontal distance from obstruction to receiver: 3.5 ft
6. Horizontal distance from unit to obstruction: 0.0 ft

Detailed Acoustics Information

Octave Band Center Freq. Hz	63	125	250	500	1k	2k	4k	8k	Overall
A	97.1	88.3	84.4	83.3	80.7	77.4	73.4	67.3	98.1 Lw
B	70.9	72.2	75.8	80.1	80.7	78.6	74.4	66.2	85.9 LwA
C	58.3	50.4	46.8	45.4	42.0	37.4	31.8	23.7	59.5 Lp
D	32.1	34.3	38.2	42.2	42.0	38.6	32.8	22.6	47.2 LpA

Legend

- A Sound Power Levels at Unit's Acoustic Center, Lw
- B A-Weighted Sound Power Levels at Unit's Acoustic Center, LwA
- C Sound Pressure Levels at Specific Distance from Unit, Lp
- D A-Weighted Sound Pressure Levels at Specific Distance from Unit, LpA

Calculation methods used in this program are patterned after the ASHRAE Guide; other ASHRAE Publications and the AHRI Acoustical Standards. While a very significant effort has been made to insure the technical accuracy of this program, it is assumed that the user is knowledgeable in the art of system sound estimation and is aware of the tolerances involved in real world acoustical estimation. This program makes certain assumptions as to the dominant sound sources and sound paths which may not always be appropriate to the real system being estimated. Because of this, no assurances can be offered that this software will always generate an accurate sound prediction from user supplied input data. If in doubt about the estimation of expected sound levels in a space, an Acoustical Engineer or a person with sound prediction expertise should be consulted.

EXHIBIT F**Performance Summary For RT-3**

Project: M16025 - St. Edna Catholic Church
 Prepared By:

09/22/2017
 02:05PM

External Static Pressure: 0.50 in wg
 Options / Accessories Static Pressure
 Economizer: 0.27 in wg
 Total Application Static (ESP + Unit Opts/Acc.): 0.77 in wg
 Fan RPM: 898
 Fan Power: 2.13 BHP
 NOTE: Selected IFM RPM Range: 838 - 1084

Electrical Data

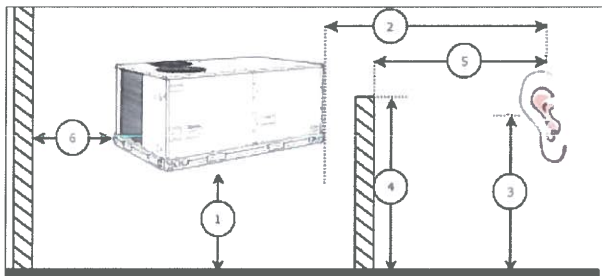
Voltage Range: 187 - 253
 Compressor #1 RLA: 15.9
 Compressor #1 LRA: 110
 Compressor #2 RLA: 15.9
 Compressor #2 LRA: 110
 Indoor Fan Motor Type: MED
 Indoor Fan Motor FLA: 10.8
 Combustion Fan Motor FLA (ea): 0.48
 Power Supply MCA: 54
 Power Supply MOC (Fuse or HACR): 60
 Disconnect Size FLA: 58
 Disconnect Size LRA: 304
 Electrical Convenience Outlet: None
 Outdoor Fan [Qty / FLA (ea)]: 1 / 7.4

Control Panel SCCR: 5kA RMS at Rated Symmetrical Voltage

Acoustics

Sound Power Levels, db re 10E-12 Watts

	Discharge	Inlet	Outdoor
63 Hz	99.1	95.1	85.9
125 Hz	94.9	83.2	87.9
250 Hz	81.0	72.6	85.6
500 Hz	73.1	64.1	84.4
1000 Hz	70.1	62.2	82.8
2000 Hz	68.3	61.2	78.5
4000 Hz	73.0	62.5	74.9
8000 Hz	74.3	64.3	72.5
A-Weighted	82.7	73.9	87.0

Advanced Acoustics**Advanced Acoustics Parameters**

1. Unit height above ground: 30.0 ft
 2. Horizontal distance from unit to receiver: 50.0 ft
 3. Receiver height above ground: 5.7 ft
 4. Height of obstruction: 9.0 ft

EXHIBIT F**Performance Summary For RT-3**

Project: M16025 - St. Edna Catholic Church
 Prepared By:

09/22/2017
 02:05PM

5. Horizontal distance from obstruction to receiver: **4.5** ft
 6. Horizontal distance from unit to obstruction: **0.0** ft

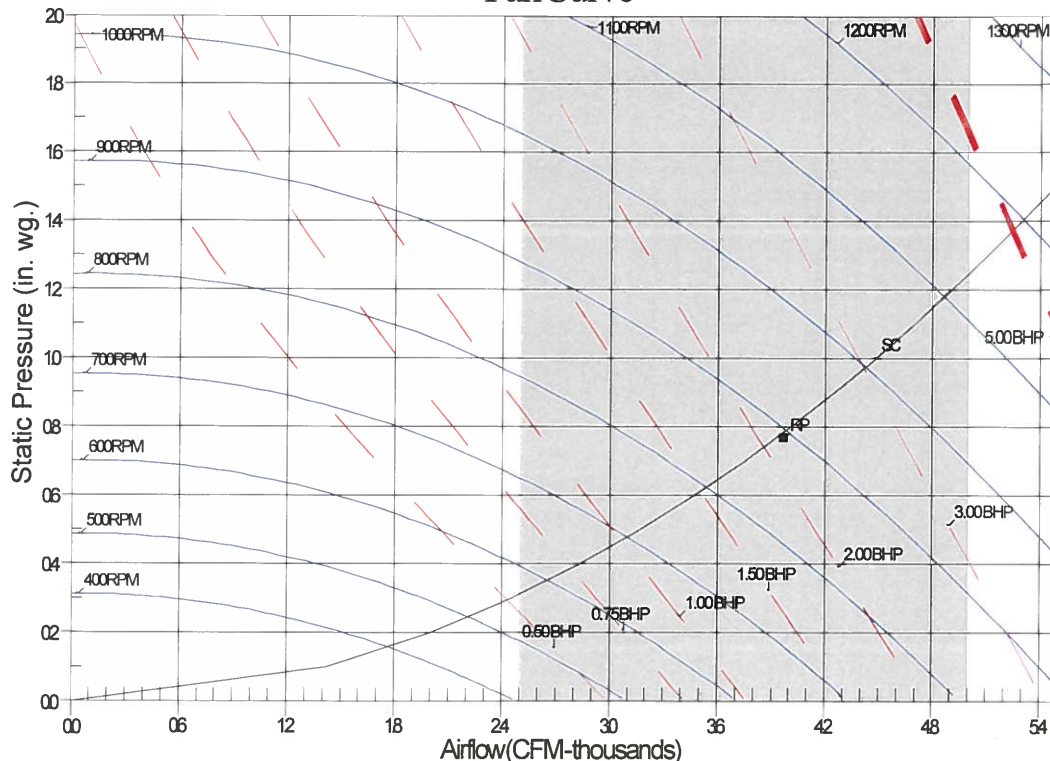
Detailed Acoustics Information

Octave Band Center Freq. Hz	63	125	250	500	1k	2k	4k	8k	Overall
A	85.9	87.9	85.6	84.4	82.8	78.5	74.9	72.5	92.9 Lw
B	59.7	71.8	77.0	81.2	82.8	79.7	75.9	71.4	87.3 LwA
C	48.2	50.3	47.4	45.2	42.2	36.1	30.4	25.6	54.5 Lp
D	22.0	34.2	38.8	42.0	42.2	37.3	31.4	24.5	47.0 LpA

Legend

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FanCurve

RPM=898 BHP=2.13 Maximum RPM=1400 Maximum BHP=4.90
 Note: Please contact application engineering for selections outside the shaded region.
 SC-System Curve RP-Rated Point



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

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

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 2525 N Arlington Heights Rd. – St Edna's Church – PUD Amendment and Parking Variation, with Addition

PC#: 17-010 - Round 2

Date: October 9, 2017

Sam:

I have reviewed the documents for the project indicated above and have the following comments:

1. Egress width for other egress components (not stairways) shall be .2 inches per occupant. Recalculate the egress capacity for each exit. 2009 IBC 1005.1

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DEVELOPMENT DEPARTMENT



Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Division



Date: 10/12/2017

P.C. Number: 17-010 Round No. 2

Project Name: St. Edna P.U.D.

Project Location: 2525 N. Arlington Heights Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

The information provided is conceptual only and subject to a formal plan review.

1. No additional comments.

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DEVELOPMENT DEPARTMENT

Date 10-12-17

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: October 17, 2017
Subject: 2525 N Arlington Heights Road, P.C. #17- 010 Round 2

With regard to the proposed PUD Amendment at 2525 N Arlington Heights Road, I have the following comments:

- 1) Illustrate on Civil Plan Sheet C-4 where the meter vault will be placed.
- 2) Provide a detail specific to the water meter vault.

If you have any questions, please feel free to contact me.

C. file

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DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #17-010
St. Edna's New Parish Center Addition
2525 N. Arlington Heights Road
PUD Amendment, Parking Variation
Round 2

23. The responses made by the petitioner to comments #11-14, 16, 17 & 19-21 are acceptable.
24. The response made by the petitioner to comment #15 is not acceptable. To date, no drainage calculation have been provided. Provide a drainage narrative.
25. The response made by the petitioner to comment #18 is not acceptable. The following statement was communicated to Eriksson Engineering on September 27, 2017: "The fire lane pavement composition requirements refer to the sections of new parking lot pavement that would connect the existing parking lot to the existing fire lane. All that is needed for the existing fire lane is the Autoturn exhibit to verify that the movements can be accommodated."
26. The response made by the petitioner to comment #22 is noted. The lighting information for the building mounted fixtures was not included in the submittal.


James J. Massarelli, P.E. Date 10/17/17
Director of Engineering

Needed at Final Engineering:
Engineer's Estimates
OUMA
Stormwater details: Freeboard? HWL?, etc.

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ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

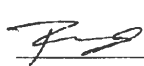
DEPARTMENT PLAN REVIEW SUMMARY

St. Edna's Church – 2525 N. Arlington Heights Road
PUD, Parking Variation

Round 2 Review Comments

10/13/2017

1. **Character of use:**
Nothing Further.
2. **Are lighting requirements adequate?**
Nothing Further.
3. **Present traffic problems?**
Nothing Further.
4. **Traffic accidents at particular location?**
Nothing Further.
5. **Traffic problems that may be created by the development.**
No further comments.
6. **General comments:**
 - We understand that neighbors are welcomed and allowed to utilize St. Edna's property. No trespassing signage protects the property owner in the instance criminal complaints need to be signed for unauthorized persons on the property.
 - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

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DEVELOPMENT DEPARTMENT



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 17-010

Project Name St. Edna's

Project Location 2525 N. Arlington Heights Road

Planning Department Contact Sam Hubbard

General Comments

Round 2

No Comments at this time.

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

Date October 16, 2017 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

Memo

To: Sam Hubbard, Development Planner
From: Jeff Bohner, Health Officer 
Date: October 12, 2017
Re: St. Edna's PUD amendment- PC #17-0010

This Department has reviewed the re-submittal for St. Edna's PUD amendment, and have no further comments.

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DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

October 17, 2017



REVIEW ROUND 2

Project: 2525 N. Arlington Heights Rd.
St. Edna's PUD Amendment

Case Number: PC 17-010

General:

20. The response to comments #8 through #19 are acceptable.

21. Per Section 11.8 of Chapter 28, 12 bicycle parking spaces are required for the Church. Please verify if the Church has any existing bicycle parking spaces on site, and if so, please outline how many spaces are on the property. If the Church does not have any spaces, 12 spaces must be added or relief from the code requirement must be requested.

22. The response to comment #7 is noted. Approval of the following actions is required:

- Planned Unit Development (PUD) Amendment to Ordinance 02-005 and Ordinance 13-072 to allow for the construction of a 13,425 sq. ft. parish center building addition.
- A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 627 to 377 spaces.

23. The parking calculations for the development are shown below:

Building	Uses	# of Seats/Square Footage	Parking Ratio	Parking Required
Church	Nave	995	1 space/5 seats	199
	Choir	35	1 space/5 seats	7
	Narthex	130	1 space/5 seats	26
	Community Room	990	30% of occupancy	20
Doherty	Multi-purpose Rooms	5,835	30% of occupancy	117
Hurley	Offices	4,485	1 space/300 sq. ft.	15
	Multi-purpose Rooms	4,158	30% of occupancy	83
Parish Center	Multi-purpose Rooms	8,014	30% of occupancy	160
TOTAL REQUIRED				627
TOTAL PROVIDED				377
SURPLUS/(DEFICIT)				250

Prepared by:

[Signature]

St. Edna's
2525 N. Arlington Heights Road
P.C. 17-010
October 16, 2017

Landscaping

- 1) Provide additional landscaping adjacent to the proposed parking lot on the east side.
Please provide 3 or 4 additional upright junipers at the end of the drive aisle between the Hick Yews.