



## **AGENDA**

President and Board of Trustees  
Village of Arlington Heights  
Board Room

Arlington Heights Village Hall  
33 S. Arlington Heights Road  
Arlington Heights, IL 60005  
October 16, 2017  
8:00 PM

### **I. CALL TO ORDER**

### **II. PLEDGE OF ALLEGIANCE**

### **III. ROLL CALL OF MEMBERS**

### **IV. APPROVAL OF MINUTES**

- A. Village Board 10/02/2017

### **V. APPROVAL OF ACCOUNTS PAYABLE**

- A. Warrant Register 10/15/2017

### **VI. RECOGNITIONS AND PRESENTATIONS**

- A. World Polio Day Proclamation

### **VII. PUBLIC HEARINGS**

### **VIII. CITIZENS TO BE HEARD**

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

### **IX. OLD BUSINESS**

- A. Report of the Committee-of-the-Whole Meeting of October 16, 2017

Consideration of recommending to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor License to Baapji, Inc., dba Arlington Food & Liquor located at 401 S. Arlington Heights Road, upon surrender of the current license issued to this address. Prior to receiving the license, the applicant must provide

a copy of an executed lease for the location.

- B. Proposed Ambulance Fee Increase

## **X. CONSENT AGENDA**

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

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

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

## **CONSENT APPROVAL OF BIDS**

- A. Arlington Heights Police Station Security Systems
- B. Survey Services for the Street Reconstruction & Rehabilitation Program (AHE #MFT2018-Survey)

## **CONSENT LEGAL**

- A. An Ordinance Prohibiting the Use of Groundwater as a Potable Water Supply by the Installation or Use of Potable Water Supply Wells or by any Other Method  
(5-39, 133, 135 and 139 E. Golf Terrace, 4 and 20 East Golf Road and a part of 1675 S. Arlington Heights Road)
- B. A Resolution Approving an an Intergovernmental Memorandum of Understanding and Intergovernmental Agreement  
(2020-2024 Assessment of Fair Housing)

## **CONSENT REPORT OF THE VILLAGE MANAGER**

- A. Destruction of recordings for the Closed Session meetings  
of: 11/2/15, 12/21/15, 1/4/16, 1/19/16, 2/15/16 and 3/7/16.

## **XI. APPROVAL OF BIDS**

## **XII. NEW BUSINESS**

- A. Aldi Store - 550 E. Golf Rd. - Sign Variation - DC#17-111
- B. CA Ventures/Sigwalt Apartments-45 S. Chestnut Ave.- PC#17-008  
PUD, Preliminary & Final Plat of Subdivision, Re-zoning,



## Variations

### **XIII. LEGAL**

### **XIV. REPORT OF THE VILLAGE MANAGER**

### **XV. APPOINTMENTS**

### **XVI. PETITIONS AND COMMUNICATIONS**

### **XVII. ADJOURNMENT**

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



**Item:** Village Board 10/02/2017

**Department:** Village Clerk

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**Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

**ATTACHMENTS:**

**Description**

VB Minutes 10 02 17

**Type**

Minutes



## MINUTES

President and Board of Trustees  
Village of Arlington Heights  
Board Room  
Arlington Heights Village Hall  
33 S. Arlington Heights Road  
Arlington Heights, IL 60005  
October 2, 2017  
8:00 PM

### **I. CALL TO ORDER**

### **II. PLEDGE OF ALLEGIANCE**

### **III. ROLL CALL OF MEMBERS**

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

Trustee Baldino was absent.

Also present were: Randy Recklaus, Tom Kuehne, Scott Shirley, Bill Enright, Robin Ward, Mark Burkland, Ken Koeppen, Bernie Lyons and Becky Hume.

### **IV. APPROVAL OF MINUTES**

A. Village Board 09/18/2017

Approved

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

The Motion: Passed

Ayes: Blackwood, Glasgow, Hayes, LaBedz, Rosenberg

Abstain: Scaletta, Sidor, Tinaglia

Absent: Baldino

### **V. APPROVAL OF ACCOUNTS PAYABLE**

A. Warrant Register 09/30/2017

Approved

Melissa Cayer asked what the charge to Corner Bakery was for. Mr.

Recklaus said most likely for a business meeting where coffee was served.

Trustee Bert Rosenberg moved to approve in the amount of \$2,281,455.86.

Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

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

Absent: Baldino

## **VI. RECOGNITIONS AND PRESENTATIONS**

- A. Swearing in of Richard Manthy as Fire Department Battalion Chief

President Hayes administered the Oath of Office to Mr. Manthy.

- B. Swearing in of Kazimierz ("Casey") Krzeczowski as Fire Department Lieutenant

President Hayes administered the Oath of Office to Mr. Krzeczowski.

- C. Presentation of the 2017 Disability Employment Awareness Award to Peggy Kinnane's Restaurant by the Commission for Citizens with Disabilities

The Disability Employment Awareness Award was presented by the Commission for Citizens with Disabilities Chair Roxanne Calibraro to Peggy Kinnane's which has made inclusion a core value. The award was established in 2009 to serve as an example to other employers to inspire them to include people with disabilities in their work force. Peggy's employees 6 people with disabilities presently. President Hayes acknowledged Derek Hanley's commitment to the Village. Mr. Hanley cited his employee's enthusiasm and encouraged more businesses to hire people with disabilities.

## **VII. PUBLIC HEARINGS**

## **VIII. CITIZENS TO BE HEARD**

Keith Moens asked if the solicitation ordinance applies to political solicitations. Ms. Ward said no. He asked that the Police Department be informed of this. Mr. Moens said he worries that the removal of the fence on the Metra tracks is a safety concern.

Melisa Cayer asked who owns the cameras in the Board Room. Mr. Shirley said the Village owns the cameras. President Hayes said the program to broadcast the Village Board meetings began in 1999. The cameras allow residents watch the Board meetings in their homes so they know what happens at Village Board meetings.

## **IX. OLD BUSINESS**

- A. Report of the Committee-of-the-Whole Meeting Approved of October 2, 2017

Interview of Andrew Tripp for Appointment to the Housing Commission - Term Ending: 4/30/2020

President Hayes administered the Oath of Office to Mr. Tripp.

Trustee Thomas Glasgow moved to approve. Trustee Carol Blackwood Seconded the Motion.

The Motion: Passed

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

Absent: Baldino

- B. Report of the Committee-of-the-Whole Meeting Approved of October 2, 2017

Interview of Parth Shaha for Appointment to the Arlington Economic Alliance (Hospitality) - Term ending: 4/30/20

President Hayes administered the Oath of Office to Mr. Shaha.

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

The Motion: Passed

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

Absent: Baldino

- C. Report of the Committee-of-the-Whole Meeting Approved of October 2, 2017

Interview of Charlie Goldberg for Appointment to the Youth Commission - Term Ending: 4/30/2018

President Hayes administered the Oath of Office to Mr. Goldberg.

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

The Motion: Passed

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

Absent: Baldino

- D. Proposed variance request from Chapter 23, Section 9 of the Arlington Heights Municipal Code at 401 S. Evergreen Ave. Approved

Mr. Recklaus said this item was continued from September 5th as the petitioner was not present at that meeting.

Ghanshyam Patel said the church has an existing shed and they want to replace it with a bigger one. The variance is to waive the requirement for a sprinkler. Trustee Rosenberg asked what would be stored in the shed. Mr. Patel said it is a garden shed, 1 or 2 gallons of gasoline would be stored there to keep up with the lawn mowers. Trustee Rosenberg said for safety purposes to keep the minimum amount of gasoline in the shed.

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

The Motion: Passed

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

Absent: Baldino

- E. TIF 4 - RFP Award for Market Analysis and Consulting Services Approved

Mr. Recklaus said this item was brought before the Board in August. The Board had concern that the property owner might not be interested in participating in the process. Representatives of the property owner said they are interested in pursuing next steps, whether to sell or look at redevelopment. They appreciate this process using a consultant who will share information with them. Mr. Enright said the report should be finished in 6-8 weeks, before the end of the year is the goal.

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

The Motion: Passed

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

Absent: Baldino

## **X. CONSENT AGENDA**

### **CONSENT OLD BUSINESS**

### **CONSENT APPROVAL OF BIDS**

- A.        Parking Garage Stairwell Painting - TIF 1                      Approved  
Garage

Trustee Robin LaBedz moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

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

Absent: Baldino

- B.        Thermal Imaging Cameras                                              Approved

Trustee Robin LaBedz moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

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

Absent: Baldino

#### **CONSENT LEGAL**

- A.        A Resolution Approving an Intergovernmental                      Approved  
Agreement for Use of the Arlington Heights  
Senior Center  
(Arlington Heights Park District use of space at  
Senior Center, 1801 W. Central Road, for  
recreational programs)

Trustee Robin LaBedz moved to approve R17-055/A17-050. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

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

Absent: Baldino

- B.        An Ordinance Designating One-Way and Two-                      Approved  
Way Stop Streets and a Yield Right-of-Way  
Intersection  
(Various Intersections)

Trustee Robin LaBedz moved to approve 17-039. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

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

Absent: Baldino

### **CONSENT REPORT OF THE VILLAGE MANAGER**

### **CONSENT PETITIONS AND COMMUNICATIONS**

- A. Bond Waiver - Arlington Heights Park Foundation Golf Outing, October 5, 2017 Approved

Trustee Robin LaBedz moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

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

Absent: Baldino

### **XI. APPROVAL OF BIDS**

- A. Sodium Chloride (Road Salt) 2017-2018 Purchase - State Contract Approved

Trustee Rosenberg asked for this item to be removed from the Consent Agenda. He asked for an update on the salt inventory. Mr. Shirley said there was 3,000 tons of salt left from last year. The dome holds 4,500 tons. The Village refilled it from the contract with last year's vendor because the price was more favorable than using the recent bids solicited. Staff is asking for authorization to purchase another 4,000 tons, which should get the Village through to March if snowfall is average. The cost for this year will come in under budget by \$60,000 to \$80,000. A commitment to purchase 4,000 tons allows Public Works to restock the dome as the salt is used. The Village has the leeway to purchase up to 80% of what is being committed to if it does not need all of it.

Trustee Bert Rosenberg moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

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

Absent: Baldino

### **XII. NEW BUSINESS**



A. Metropolis Restricted Funds Request

Approved

Resident Keith Moens asked for this item to be removed from the Consent Agenda. Mr. Recklaus explained that Metropolis is requesting to use its restricted funds to cover payment of new glass security doors on third floor and some extraordinary HVAC repairs. Joe Keefe, Executive Director of Metropolis, said the HVAC needed to be repaired and brought up to current standards. These costs have come out of operational funds but they would like to cover them from reserve funds instead to help balance the books. After the considerable and unusual amount of work, the HVAC should be good for 6-8 years.

Trustee Rosenberg noted that the Village uses Hayes Mechanical. He asked if the Theater should switch to Hayes for maintenance. Mr. Keefe said many options were explored. The service provider they used was the best option for a production facility, which requires multiple thermostats, accommodations for hot lighting and other complex situations. The responsiveness of the new system allows them to keep the patrons comfortable.

Mr. Moens asked if this money was in addition to the \$255,000 the Theater gets from the Village. Mr. Kuehne said yes. The restricted fund was established for facility costs like this. By the end of this year, there will be \$119,000 in the restricted fund.

Mr. Keefe said Metropolis' economic impact to the downtown is significantly high. Six hundred new restaurant seats were added in 2016. Food and beverage tax receipts increased \$360,000 in a single year. Metropolis works hard to earn the money they receive from the Food and Beverage Tax.

Trustee Rosenberg said when Metropolis' financials were under review, the reserve was created for unexpected expenses. This is what the fund was designed for.

Trustee Scaletta was out of the room when the vote was taken.

Trustee Robin LaBedz moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Sidor, Tinaglia

Absent: Baldino, Scaletta

B. Target Store - 1700 E. Rand Rd. - Sign Variation Approved  
- DC#17-107

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

The Motion: Passed

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

Absent: Baldino

C. Proposed Ambulance Fee Increase

Mr. Recklaus introduced the proposed Ambulance Fee Increase. The increase is being suggested in part to help alleviate the Village's reduced income from the State, which amounts to \$900,000 next year. This change would not increase any costs to Village residents.

Mr. Kuehne summarized the proposal, which included four different rate increase options. Current resident costs per ambulance trip are \$400 or \$450 depending on the services required. Non-residents pay \$600 or \$650 per trip. These fees have been in place since 2006. Andres Medical Billing, which administers the collection of ambulance fees for multiple communities, reported that the average cost is \$1,300 for an ALS (basic life support) trip and \$1,500 for an ALS2 (advanced life support) trip. The Fire Department roughly estimates that the cost per trip is approximately \$2,200. Private ambulances charge over \$2,000 per trip. Staff is recommending the transport fee be increased to \$1,800.

Trustee Rosenberg asked why there were 5,200 ambulance trips but 9,000 ambulance events per year. Pat Mannix from Andres said only ambulance transport trips are billed. An EMS visit to a home with an ambulance is not. Trustee Rosenberg asked about insurance coverage of fees. Mr. Mannix said there is no adjusted fee for insurance carriers. Mr. Recklaus said ambulance provider's fees are not negotiated with the insurers. Ambulance fees are covered by insurance carriers and residents will not feel an increase. Trustee Rosenberg said his inclination was to raise rates to \$1,500.

Trustee LaBedz asked what the difference was between the three levels of service. Deputy Chief Lyons said the closest ambulance goes to the call. Every call has an ALS ambulance, but the nature of the response dictates the level charged.

Trustee Glasgow asked why other communities' pricing is so varied. Mr. Mannix said there is no right or wrong way; it comes down to what village's determine to be fair and reasonable. The funding mechanisms for this service can come from the general fund or be charged to the person who needs the service. Mr. Recklaus said seventy-five percent of fire calls involve EMS. Every dollar that can be paid for by health insurance is money the Village does not have to charge in property taxes. Naperville is doing the same thing.

Mr. Kuehne said the Village would not charge residents for any out of pocket expenses (deductibles, co-pays) so this would have zero effect on residents. Nonresidents would be charged. Trustee Glasgow asked what the

Village's profit margin is. Mr. Recklaus said the Village subsidizes ambulance costs through the General Fund. This proposal looks to charge healthcare insurance companies. The gross revenue generated would be \$500,000-\$1.2 Million. Today, the Village subsidizes the cost per ride from \$600 to \$650.

Mr. Mannix said consistency is required for all served, you cannot treat someone with health insurance differently than someone without. The fees can differentiate between residents and nonresidents but all residents have to be treated the same and all nonresidents the same. Trustee Glasgow said this would raise costs to those who can afford it the least.

Trustee Sidor asked if insurance companies would raise premiums to residents. Mr. Recklaus said the cost per resident would be \$16 if the insurance company did that. A standard ambulance service costs about \$1,600 per ride. It is unknown when other communities have reviewed their ambulance fees. Residents are subsidizing the Village's system to the benefit of other folks. Many of the Village's neighbors are increasing their rates in the same way.

Trustee Tinaglia said he would trade saving resident's money for asking nonresidents to pay more. He asked what Naperville did. Mr. Mannix said Naperville did what the Village is proposing. Ms. Ward said the plan waives anything not covered by insurance for residents, but not for nonresidents. Trustee Tinaglia said the fees are going up because the costs are going up. Whether the money comes from taxes or fees, the costs are still there. He said he was okay with charging someone outside the Village a little more.

Trustee LaBedz asked how many calls are resident versus nonresident. The answer was 70/30.

Mr. Recklaus said the Village is looking at a \$900,000 per year reduction in annual revenue. Other options to raise revenue are less ideal.

President Hayes said the Village has not raised rates since 2006 and he prefers to look at it that way. The Village needs to recoup its costs.

Trustee Glasgow said he does not think the \$2,200 per transport is an accurate cost as the estimate includes fire engines, ambulances, equipment, all sorts of things that do not all go into transport. He would like an accurate number before he decides. Mr. Recklaus said staff can provide cost information in a more refined manner.

Deputy Chief Lyons said it is difficult to come up with an exact number. Everything is tied to emergency response: the state of readiness, hazmat, stations, engines, training, and all the things that the Fire Department must have to provide emergency services. The Department looked at what other departments are charging as well. Trustee Glasgow said it is not an accurate number. Deputy Chief Lyons said while there is a cost spread in

Illinois, closer to the Village, the average call charge is around \$1,500.

Trustee Scaletta said the proposal triples the fees. He said he was concerned about those who cannot afford it. He said it is stressful to be taken to the hospital. It is okay to increase costs, but he is not sure what the magic number is.

Trustee Tinaglia said if not this, then what. Mr. Recklaus said insurance company's state their average charge is \$1,500. This is what it costs to put an ambulance on the street. We can quibble about the costs of ambulance calls versus fire calls, but the cost will be similar, 75% of calls are ambulance and 25% are fire. All firefighters are now required to be paramedics. Mr. Recklaus said the Fire Department is an EMS department that sometimes puts out fires and provides healthcare. The Village provides a higher level of service; if we do not want to increase fees then we are looking at raising taxes. Trustee Tinaglia said he was not a proponent of raising everyone's taxes to cover this. There is going to be a cost incurred, the Village has a \$900,000 deficit. It is time to do something.

Trustee Sidor said he concurred with Trustees Glasgow and Scaletta in regards to the fuzzy costs. He asked for a more accurate amount and said rates should go up.

Trustee Rosenberg said when an ambulance responds to a call, all the equipment travels with them. All the personnel are trained to cover these responses. It is difficult to break out costs. Even for a fire, an ambulance responds too and everyone is trained to do all the jobs in an emergency. He would like to see what the profit margin is for private ambulances. He believes some number more than \$1,000 and less than \$1,800 is appropriate. The Village can't be responsible for those who don't elect or can't have insurance.

Trustee Blackwood said she was in favor, but if it does not pass, suggested that the variable be the actual cost. She agreed with Trustees Tinaglia and Rosenberg. There should be a difference between residents and nonresidents. She said she did not want to see taxes go up. She said except for Des Plaines, the others have not made their increases yet.

Mr. Recklaus asked what costs staff should include in its figures for an ambulance call. What would the other options be to distribute costs more between residents versus nonresidents.

Trustee Scaletta said the Village subsidizes other programs like parking. He did not want people making decisions about whether they could afford to call 911 in an emergency. He said he would consider incremental increases, but not an increase 3 times the amount. He said to count him as a no.

Trustee Tinaglia asked if someone would be charged the entire \$1,800. Mr. Recklaus said it depends on their plan as deductibles and plans vary. For

residents there would be no difference. Trustee Tinaglia said he did not want to punish Village residents who have insurance because we are worried about someone who does not have insurance. He said he was not interested in residents having to pay more property taxes to cover ambulance costs because of that.

Trustee Glasgow said this is a service that is provided to residents like police calls. It is why governments are formed; government gets together as a group to make sure the weakest do not fall. He said prices should not go up by 3 times the amount when there are not good cost numbers. He said it is okay to recoup some costs. Just because there is an insurance company that will pay, does not make it okay. He did not want to have people think about whether they should call an ambulance or not. It has to be crafted so that it is fair to all citizens and does not single people out.

Trustee Scaletta asked if this was to keep up with other municipalities, or because the Village is staring in the face of difficult financial times. Mr. Kuehne said both. The average cost for transport in the area is \$1,500 and the Village is well below that. The State has taken away almost \$1 Million. Sales taxes are leveling out and income taxes going down. The Village is running out of bullets to address budget caps. This was an area where a fee for service versus a tax for service could be used. Trustee Scaletta said nonresidents use ambulance services 30% of the time. We are the city of good neighbors, but do not come here if you might need an ambulance.

Trustee Tinaglia said people could call a private ambulance and pay \$3,000 so he does not blame the Fire Department for looking to charge \$1,500. He said this is a no brainer.

Trustee Scaletta said we are talking about raising a cost 3 times the amount and talking about people who may not have insurance and may not be our residents. This is about how we conduct business as a Village.

Absent: Baldino

D. BCRB - Proposed variance from Chapter 23, Approved  
Section 23-402, 903.2 at 4175 N. Bloomington  
Ave.

William Van Dyke of TLC Management said they would like to build a shed at the Arbor Lakes Community to store golf carts for on-site maintenance and to hold maintenance supplies.

Trustee Tinaglia said sprinklers are required by Code, but trade offs were made to protect this building with improved materials for fire prevention.

Trustee Bert Rosenberg moved to approve. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

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

Absent: Baldino

### **XIII. LEGAL**

### **XIV. REPORT OF THE VILLAGE MANAGER**

### **XV. APPOINTMENTS**

### **XVI. PETITIONS AND COMMUNICATIONS**

Trustee Glasgow encouraged people to walk and highlighted the Walk Arlington signs.

Trustee Glasgow said a Public Official had threats leveled against her for doing her job. A Library is a place for a free exchange of ideas it is the First Amendment embodied. He condemned those who called this person's home with threats. Public board members do a lot for their community, give of their time, and give up other activities.

President Hayes said Saturday is the Autumn Harvest event at North School Park.

### **XVII. ADJOURNMENT**

Trustee Thomas Glasgow moved to adjourn at 10:06 p.m. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

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

Absent: Baldino



**Item:** Warrant Register 10/15/2017

**Department:** Village Clerk

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### **Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

### **ATTACHMENTS:**

| <b>Description</b>          | <b>Type</b>      |
|-----------------------------|------------------|
| Warrant Register 10/15/2017 | Warrant Register |



**VILLAGE OF ARLINGTON  
HEIGHTS**  
**WARRANT REGISTER FOR**  
**CHECK DATE: 10-15-2017**

| <b>Fund</b>            | <b>Fund Description</b>   | <b>Total Transaction Amount</b> |
|------------------------|---------------------------|---------------------------------|
| 101                    | General Fund              | \$126,219.39                    |
| 215                    | CDBG Fund                 | \$34,722.00                     |
| 227                    | Foreign Fire Ins Tax Fund | \$1,632.13                      |
| 231                    | Criminal Investigation Fd | \$11,703.55                     |
| 235                    | Municipal Parkg Opr Fund  | \$81,728.46                     |
| 263                    | TIF IV                    | \$1,484.25                      |
| 401                    | Capital Projects Fund     | \$514,310.08                    |
| 426                    | Storm Water Control Fund  | \$208,545.09                    |
| 431                    | Public Building Fund      | \$1,290,088.07                  |
| 435                    | EAB Fund                  | \$3,965.80                      |
| 505                    | Water and Sewer Fund      | \$110,172.73                    |
| 515                    | Arts,Entert & Events Fund | \$56,067.44                     |
| 605                    | Health Insurance Fund     | \$317,313.60                    |
| 611                    | General Liability Ins Fnd | \$3,812.75                      |
| 615                    | Workers Compensation Ins  | \$23,518.86                     |
| 621                    | Fleet Operations Fund     | \$38,212.54                     |
| 625                    | Technology Fund           | \$11,490.61                     |
| 715                    | Guaranty Deposits Fund    | \$4,200.00                      |
| <b>TOTAL ALL FUNDS</b> |                           | <b>\$2,839,187.35</b>           |



**WARRANT REGISTER - GM0002****Department: 0****Division: 0**

| Check # | Account Number     | Payee                              | Description 1           | Transaction Amount | Total Trans Amount |
|---------|--------------------|------------------------------------|-------------------------|--------------------|--------------------|
| 208646  | 505-0000-140.10-00 | AMERICAN PRINTING TECHNOLOGIES     | POSTAGE REIMBURSEMENT   | \$1,822.43         | \$1,822.43         |
| 208652  | 101-0000-489.85-00 | ARMOR SYSTEMS                      | COLLECTION FEES         | \$22.83            | \$127.44           |
|         |                    |                                    | COLLECTION FEES         | \$57.36            |                    |
|         |                    |                                    | COLLECTION FEES         | \$47.25            |                    |
| 208653  | 101-0000-421.05-00 | JODI ARNDT                         | REFUND VEHICLE STICKER  | \$10.00            | \$10.00            |
| 208663  | 715-0000-220.93-00 | B G CONCRETE 172562                | BOND REFUND             | \$150.00           | \$150.00           |
| 208664  | 101-0000-433.14-00 | ROBERT BALDARE                     | REFUND AMBULANCE CLAIM  | \$80.00            | \$80.00            |
| 208668  | 715-0000-220.93-00 | BLANKFIELD, LEO J 171887           | BOND REFUND             | \$200.00           | \$200.00           |
| 208669  | 101-0000-433.14-00 | BLUE CROSS BLUE SHIELD             | REFUND AMBULANCE CLAIM  | \$73.92            | \$774.49           |
|         |                    |                                    | REFUND AMBULANCE CLAIM  | \$220.57           |                    |
|         |                    |                                    | REFUND AMBULANCE CLAIM  | \$480.00           |                    |
| 208704  | 101-0000-421.05-00 | DOUBLETREE HOTEL/BIRCH RIVER GRILL | REFUND VEHICLE STICKERS | \$30.00            | \$30.00            |
| 208708  | 715-0000-220.93-00 | EDWARDS, MEGAN 171728              | BOND REFUND             | \$200.00           | \$200.00           |
| 208710  | 715-0000-220.93-00 | EVERLAST BLACKTOP 171396           | BOND REFUND             | \$200.00           | \$200.00           |
| 208713  | 715-0000-220.93-00 | FINE, MELINDA 172932               | BOND REFUND             | \$200.00           | \$200.00           |
| 208714  | 715-0000-220.93-00 | FISCHER, JEREMY 171632             | BOND REFUND             | \$150.00           | \$150.00           |
| 208716  | 235-0000-435.72-00 | FORD ACCEPTANCE CORP               | REFUND PARKING PERMITS  | \$90.00            | \$90.00            |
| 208725  | 715-0000-220.93-00 | GOODFELLAS CONSTRUCTION            | BOND REFUND             | \$200.00           | \$200.00           |
| 208726  | 715-0000-220.93-00 | GOODFELLAS CONSTRUCTION 172094     | BOND REFUND             | \$200.00           | \$200.00           |
| 208731  | 715-0000-220.93-00 | GREENSCAPE HOMES 17392             | BOND REFUND             | \$200.00           | \$200.00           |
| 208732  | 715-0000-220.93-00 | GREENSCAPE HOMES 17392             | BOND REFUND             | \$400.00           | \$400.00           |

**WARRANT REGISTER - GM0002**

| Check #            | Account Number     | Payee                              | Description 1          | Transaction Amount | Total Trans Amount |
|--------------------|--------------------|------------------------------------|------------------------|--------------------|--------------------|
| 208733             | 715-0000-220.93-00 | GRISANZIO, TONY 171343             | BOND REFUND            | \$150.00           | \$150.00           |
| 208766             | 715-0000-220.93-00 | JEREMY OTAHAL 17 1927              | BOND REFUND            | \$200.00           | \$200.00           |
| 208768             | 715-0000-220.93-00 | JOHN BUSH 17 2635                  | BOND REFUND            | \$150.00           | \$150.00           |
| 208772             | 715-0000-220.93-00 | JRC DESIGN BUILD 1729              | BOND REFUND            | \$150.00           | \$150.00           |
| 208784             | 101-0000-421.05-00 | LEXUS OF ARLINGTON                 | REFUND VEHICLE STICKER | \$24.00            | \$24.00            |
| 208786             | 715-0000-220.93-00 | LOMBARDI, MATTHEW 171308           | BOND REFUND            | \$200.00           | \$200.00           |
| 208792             | 715-0000-220.93-00 | MAPP, MARY C 173050                | BOND REFUND            | \$200.00           | \$200.00           |
| 208796             | 715-0000-220.93-00 | MENGISTU, MELAKU 172019            | BOND REFUDN            | \$150.00           | \$150.00           |
| 208807             | 101-0000-421.15-00 | SARAH MITCHELL                     | REFUND DOG TAG         | \$22.00            | \$22.00            |
| 208815             | 101-0000-433.14-00 | ELIZABETH NIELSEN                  | REFUND AMBULANCE CLAIM | \$400.00           | \$400.00           |
| 208828             | 101-0000-421.99-00 | PET SUPPLIES PLUS #0054            | OL REFUNDS             | \$190.00           | \$190.00           |
| 208835             | 715-0000-220.93-00 | PROFESSIONAL PAVING & CONCRETE     | BOND REFUND            | \$200.00           | \$200.00           |
| 208844             | 715-0000-220.93-00 | ROSE MARE HENDLE 17 1833           | BOND REFUND            | \$200.00           | \$200.00           |
| 208849             | 715-0000-220.93-00 | SCHILD, RAY 171743                 | BOND REFUND            | \$150.00           | \$150.00           |
| 208859             | 715-0000-220.93-00 | STEVE J WEBER 17 2544              | BOND REFUND            | \$200.00           | \$200.00           |
| 208896             | 101-0000-433.14-00 | EUNICE WANTANABE                   | REFUND AMBULANCE CLAIM | \$80.00            | \$80.00            |
| 208905             | 715-0000-220.93-00 | ZYGMUNT, LUCIAN 172782             | BOND REFUND            | \$150.00           | \$150.00           |
| 901279             | 101-0000-210.91-00 | EMPLOYEE BENEFITS CORP             | FSA CLAIMS 9/18/17     | \$2,006.41         | \$5,500.91         |
|                    |                    |                                    | FSA CLAIMS 9/25/17     | \$3,494.50         |                    |
| 901281             | 101-0000-210.91-00 | PRUDENTIAL INSURANCE CO OF AMERICA | CLAIMS - FSA           | \$4,732.00         | \$4,732.00         |
| Division 0 Total   |                    |                                    |                        |                    | \$18,083.27        |
| Department 0 Total |                    |                                    |                        |                    | \$18,083.27        |

**WARRANT REGISTER - GM0002**

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**Department: 1      Board of Trustees**

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**Division: 1**

| Check # | Account Number     | Payee    | Description 1         | Transaction Amount        | Total Trans Amount |
|---------|--------------------|----------|-----------------------|---------------------------|--------------------|
| 901280  | 101-0101-501.22-05 | CITIBANK | POSTAGE REIMBURSEMENT | \$5.54                    | \$5.54             |
|         |                    |          |                       | <b>Division 1 Total</b>   | <b>\$5.54</b>      |
|         |                    |          |                       | <b>Department 1 Total</b> | <b>\$5.54</b>      |

**WARRANT REGISTER - GM0002****Department: 2      Integrated Services****Division: 1**

| Check # | Account Number     | Payee            | Description 1         | Transaction Amount        | Total Trans Amount |
|---------|--------------------|------------------|-----------------------|---------------------------|--------------------|
| 208856  | 101-0201-502.21-65 | SPRINT           | ACCT 456761884        | \$100.00                  | \$100.00           |
| 208878  | 101-0201-502.21-65 | VERIZON WIRELESS | ACCT 88534852600001   | \$127.15                  | \$127.15           |
| 901280  | 101-0201-502.22-05 | CITIBANK         | POSTAGE REIMBURSEMENT | \$36.34                   | \$36.34            |
|         |                    |                  |                       | <b>Division 1 Total</b>   | <b>\$263.49</b>    |
|         |                    |                  |                       | <b>Department 2 Total</b> | <b>\$263.49</b>    |

**WARRANT REGISTER - GM0002****Department: 3      Human Resources****Division: 1**

| Check #            | Account Number     | Payee                              | Description 1            | Transaction Amount | Total Trans Amount |
|--------------------|--------------------|------------------------------------|--------------------------|--------------------|--------------------|
| 208719             | 615-0301-552.42-75 | GALLAGHER BASSETT SERVICES INC     | CLAIMS - MEDICAL LOSS    | \$7,634.41         | \$7,634.41         |
|                    | 615-0301-552.42-80 | GALLAGHER BASSETT SERVICES INC     | CLAIMS - W/C             | \$8,275.27         | \$8,275.27         |
| 208736             | 615-0301-552.20-50 | HARRIS TRUST & SAVINGS BANK        | JIMMY JOHNS - 748 - MO   | \$57.92            | \$57.92            |
| 208783             | 615-0301-552.20-50 | LEWIS G BENDER                     | LEADERSHIP WORKSHOP      | \$4,763.42         | \$4,763.42         |
| 208817             | 605-0301-552.20-50 | NORTHERN IL UNIVERSITY             | COMMUNITY SURVEY         | \$7,500.00         | \$7,500.00         |
| 208892             | 101-0301-503.21-65 | VERIZON WIRELESS                   | ACCT 28544404900001      | \$124.45           | \$124.45           |
| 208894             | 605-0301-552.20-58 | VISION SERVICE PLAN                | PREMIUM OCTOBER 2017     | \$2,143.93         | \$3,161.43         |
|                    |                    |                                    | BASE PLAN OCTOBER 2017   | \$1,017.50         |                    |
| 901278             | 615-0301-552.42-80 | INTERGOVERNMENTAL RISK MGMT AGENCY | AUGUST DEDUCTIBLE        | \$2,787.84         | \$2,787.84         |
| 901279             | 101-0301-503.21-65 | EMPLOYEE BENEFITS CORP             | ADMIN FEE SEPT 2017      | \$690.00           | \$690.00           |
| 901280             | 101-0301-503.22-05 | CITIBANK                           | POSTAGE REIMBURSEMENT    | \$10.98            | \$10.98            |
| 901282             | 605-0301-552.20-65 | PRUDENTIAL INSURANCE CO OF AMERICA | OCTOBER INS PAYMENT LIFE | \$5,638.07         | \$5,638.07         |
|                    | 605-0301-552.20-66 | PRUDENTIAL INSURANCE CO OF AMERICA | OCTOBER OPTNL INS PYMT   | \$2,702.49         | \$2,702.49         |
| 901283             | 605-0301-552.20-60 | HMO ILLINOIS                       | OCTOBER 2017 INS PREMIUM | \$298,311.61       | \$298,311.61       |
| Division 1 Total   |                    |                                    |                          |                    | \$341,657.89       |
| Department 3 Total |                    |                                    |                          |                    | \$341,657.89       |

**WARRANT REGISTER - GM0002****Department: 4      Legal Department****Division: 1**

| Check # | Account Number     | Payee                       | Description 1            | Transaction Amount        | Total Trans Amount |
|---------|--------------------|-----------------------------|--------------------------|---------------------------|--------------------|
| 208709  | 101-0401-503.20-20 | ERNEST R BLOMQUIST PC       | LEGAL SERVICES           | \$6,907.50                | \$6,907.50         |
| 208736  | 101-0401-503.22-03 | HARRIS TRUST & SAVINGS BANK | IMLA                     | \$49.00                   | \$49.00            |
| 208743  | 101-0401-503.20-10 | HOLLAND & KNIGHT LLP        | RETAINER                 | \$3,000.00                | \$3,000.00         |
| 208845  | 101-0401-503.21-65 | ROSE MARY JURINEK           | COURT REPORTER           | \$630.00                  | \$630.00           |
| 208879  | 101-0401-503.21-65 | VERIZON WIRELESS            | ACCT 68500580500002      | \$91.14                   | \$91.14            |
| 208900  | 101-0401-503.22-15 | XEROX CORPORATION           | OFFICE MACHINES & ACCESS | \$140.90                  | \$140.90           |
| 901280  | 101-0401-503.22-05 | CITIBANK                    | POSTAGE REIMBURSEMENT    | \$3.43                    | \$3.43             |
|         |                    |                             |                          | <b>Division 1 Total</b>   | <b>\$10,821.97</b> |
|         |                    |                             |                          | <b>Department 4 Total</b> | <b>\$10,821.97</b> |

**WARRANT REGISTER - GM0002****Department: 5      Finance****Division: 1**

| Check # | Account Number     | Payee                              | Description 1            | Transaction Amount | Total Trans Amount |
|---------|--------------------|------------------------------------|--------------------------|--------------------|--------------------|
| 208635  | 101-0501-503.30-05 | A & E RUBBER STAMP CORP            | RUBBER STAMPS            | \$33.00            | \$33.00            |
| 208637  | 101-0501-503.21-65 | ACCURATE DOCUMENT DESTRUCTION      | SHREDDING SERVICES       | \$239.76           | \$239.76           |
| 208646  | 505-0501-503.22-10 | AMERICAN PRINTING TECHNOLOGIES     | PRINTING SERVICES        | \$1,440.93         | \$1,440.93         |
| 208719  | 611-0501-552.42-60 | GALLAGHER BASSETT SERVICES INC     | CLAIMS - LIABILITY LOSS  | \$474.50           | \$474.50           |
| 208763  | 101-0501-503.22-02 | INTL INSTITUTE MUN CLERKS          | RENEWAL                  | \$200.00           | \$200.00           |
| 208776  | 505-0501-503.40-87 | JON KOMEROFSKY                     | 50/50 SEWER REBATE       | \$5,090.50         | \$5,090.50         |
| 208821  | 101-0501-503.30-05 | OFFICE DEPOT                       | OFFICE SUPPLIES          | \$105.98           | \$715.62           |
|         |                    |                                    | OFFICE SUPPLIES          | \$19.99            |                    |
|         |                    |                                    | OFFICE SUPPLIES          | \$385.59           |                    |
|         |                    |                                    | OFFICE SUPPLIES          | \$204.06           |                    |
| 208827  | 505-0501-503.40-87 | JOHN PECK                          | 50/50 SEWER REBATE       | \$5,325.00         | \$5,325.00         |
| 208829  | 101-0501-503.22-03 | PETTY CASH                         | TRAINING                 | \$28.00            | \$28.00            |
| 208888  | 101-0501-503.21-65 | VERIZON WIRELESS                   | ACCT 38508581800001      | \$42.46            | \$42.46            |
| 208900  | 101-0501-503.22-15 | XEROX CORPORATION                  | OFFICE MACHINES & ACCESS | \$85.00            | \$111.00           |
|         |                    |                                    | OFFICE MACHINES & ACCESS | \$26.00            |                    |
| 901278  | 611-0501-552.20-50 | INTERGOVERNMENTAL RISK MGMT AGENCY | AUGUST 2017              | \$238.00           | \$238.00           |
|         | 611-0501-552.20-70 | INTERGOVERNMENTAL RISK MGMT AGENCY | AUGUST 2017              | \$1,154.43         | \$1,154.43         |
|         | 611-0501-552.42-53 | INTERGOVERNMENTAL RISK MGMT AGENCY | AUGUST DEDUCTIBLE        | \$531.90           | \$531.90           |

**WARRANT REGISTER - GM0002**

| Check #            | Account Number     | Payee                              | Description 1         | Transaction Amount | Total Trans Amount |
|--------------------|--------------------|------------------------------------|-----------------------|--------------------|--------------------|
| 901278             | 611-0501-552.42-55 | INTERGOVERNMENTAL RISK MGMT AGENCY | AUGUST DEDUCTIBLE     | \$1,413.92         | \$1,413.92         |
| 901280             | 101-0501-503.22-05 | CITIBANK                           | POSTAGE REIMBURSEMENT | \$657.07           | \$657.07           |
|                    | 505-0501-503.22-05 | CITIBANK                           | POSTAGE REIMBURSEMENT | \$1,658.06         | \$1,658.06         |
| Division 1 Total   |                    |                                    |                       |                    | \$19,354.15        |
| Department 5 Total |                    |                                    |                       |                    | \$19,354.15        |



**WARRANT REGISTER - GM0002****Department: 6      Information Technology****Division: 1**

| Check #            | Account Number     | Payee              | Description 1             | Transaction Amount | Total Trans Amount |
|--------------------|--------------------|--------------------|---------------------------|--------------------|--------------------|
| 208678             | 625-0601-553.22-03 | CBT NUGGETS LLC    | COMPUTERS,DP & WORD PROC. | \$2,693.10         | \$2,693.10         |
| 208682             | 625-0601-553.33-05 | CDW GOVERNMENT INC | COMPUTERS,DP & WORD PROC. | \$5,876.00         | \$5,876.00         |
| 208821             | 625-0601-553.30-05 | OFFICE DEPOT       | OFFICE SUPPLIES           | \$122.43           | \$122.43           |
| 208885             | 625-0601-553.21-65 | VERIZON WIRELESS   | ACCT 78036610800001       | \$386.84           | \$386.84           |
| 208887             | 625-0601-553.21-65 | VERIZON WIRELESS   | ACCT 98726153700001       | \$464.86           | \$464.86           |
| 208889             | 625-0601-553.21-65 | VERIZON WIRELESS   | ACCT 68500580500001       | \$1,368.58         | \$1,368.58         |
| 801669             | 625-0601-553.21-65 | AT & T             | ACCT 8310002604723        | \$578.80           | \$578.80           |
| Division 1 Total   |                    |                    |                           |                    | \$11,490.61        |
| Department 6 Total |                    |                    |                           |                    | \$11,490.61        |

**WARRANT REGISTER - GM0002****Department: 10     Boards & Commissions****Division: 17**

| Check #           | Account Number     | Payee        | Description 1              | Transaction Amount | Total Trans Amount |
|-------------------|--------------------|--------------|----------------------------|--------------------|--------------------|
| 208700            | 101-1017-502.20-24 | CROWN TROPHY | DISABILITY AWARENESS AWARD | \$70.00            | \$70.00            |
| Division 17 Total |                    |              |                            |                    | \$70.00            |

**Division: 21**

| Check #           | Account Number     | Payee      | Description 1     | Transaction Amount | Total Trans Amount |
|-------------------|--------------------|------------|-------------------|--------------------|--------------------|
| 208829            | 101-1021-502.40-40 | PETTY CASH | ECONOMIC ALLIANCE | \$29.48            | \$29.48            |
| Division 21 Total |                    |            |                   |                    | \$29.48            |

**Division: 22**

| Check #             | Account Number     | Payee        | Description 1 | Transaction Amount | Total Trans Amount |
|---------------------|--------------------|--------------|---------------|--------------------|--------------------|
| 208700              | 515-1022-525.40-55 | CROWN TROPHY | ARTS COMM     | \$91.00            | \$91.00            |
| Division 22 Total   |                    |              |               |                    | \$91.00            |
| Department 10 Total |                    |              |               |                    | \$190.48           |

**WARRANT REGISTER - GM0002****Department: 20      Special Events****Division: 5**

| Check<br># | Account Number     | Payee                            | Description 1        | Transaction<br>Amount | Total Trans<br>Amount |
|------------|--------------------|----------------------------------|----------------------|-----------------------|-----------------------|
| 208800     | 515-2005-525.40-82 | METROPOLIS COMMERCIAL CONDO ASSN | RESTRICTED FUNDS REQ | \$49,000.00           | \$49,000.00           |
|            |                    |                                  |                      | Division 5 Total      | \$49,000.00           |
|            |                    |                                  |                      | Department 20 Total   | \$49,000.00           |

**WARRANT REGISTER - GM0002****Department: 30      Police Department****Division: 1**

| Check # | Account Number     | Payee                           | Description 1            | Transaction Amount | Total Trans Amount |
|---------|--------------------|---------------------------------|--------------------------|--------------------|--------------------|
| 208639  | 101-3001-511.33-25 | ADDISON BUILDING MATERIAL CO    | MAINTENANCE SUPPLIES     | \$100.21           | \$100.21           |
| 208641  | 101-3001-511.21-65 | AFTERMATH                       | BIO-HAZARD CLEANING      | \$105.00           | \$105.00           |
| 208675  | 101-3001-511.30-35 | JENNIFER CASTILLO               | REIMBURSEMENT            | \$36.99            | \$36.99            |
| 208680  | 101-3001-511.21-65 | CDS OFFICE TECHNOLOGIES         | SERVICE EQUIPMENT        | \$6,440.00         | \$6,440.00         |
| 208723  | 101-3001-511.21-65 | GOLF ROSE PET LODGE             | SERVICE MISCELLANEOUS    | \$56.65            | \$207.10           |
|         |                    |                                 | SERVICE MISCELLANEOUS    | \$150.45           |                    |
| 208724  | 101-3001-511.30-35 | ROBERTO GONZALEZ                | REIMBURSEMENT            | \$181.20           | \$181.20           |
| 208736  | 101-3001-511.22-03 | HARRIS TRUST & SAVINGS BANK     | HARPER E-COMMERCE        | \$50.00            | \$1,656.20         |
|         |                    |                                 | CONCERNS OF POLICE SUR   | \$900.00           |                    |
|         |                    |                                 | UNITED                   | \$235.40           |                    |
|         | 101-3001-511.33-05 | HARRIS TRUST & SAVINGS BANK     | ROSETTA STONE            | \$187.75           | \$187.75           |
|         | 101-3001-511.33-25 | HARRIS TRUST & SAVINGS BANK     | LASER-LABS.COM           | \$149.00           | \$149.00           |
|         | 101-3001-511.33-30 | HARRIS TRUST & SAVINGS BANK     | BEST BUY 00003038        | \$469.97           | \$469.97           |
| 208742  | 101-3001-511.30-35 | HESS ROBERT                     | REIMBURSEMENT            | \$391.89           | \$391.89           |
| 208758  | 101-3001-511.22-02 | IL ASSOC OF TECHNICAL           | DUES                     | \$45.00            | \$45.00            |
|         | 101-3001-511.22-03 | IL ASSOC OF TECHNICAL           | REGISTRATION             | \$350.00           | \$350.00           |
| 208759  | 101-3001-511.22-03 | IL HOMICIDE INVESTIGATORS ASSOC | REGISTRATION             | \$585.00           | \$585.00           |
| 208767  | 101-3001-511.30-35 | JG UNIFORMS                     | CLOTHING                 | \$46.00            | \$191.90           |
|         |                    |                                 | CLOTHING                 | \$145.90           |                    |
| 208777  | 101-3001-511.22-15 | KONICA MINOLTA BUSINESS USA     | OFFICE MACHINES & ACCESS | \$48.30            | \$813.67           |
|         |                    |                                 | OFFICE MACHINES & ACCESS | \$544.20           |                    |

**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                            | Description 1            | Transaction Amount | Total Trans Amount |
|---------|--------------------|----------------------------------|--------------------------|--------------------|--------------------|
| 208777  | 101-3001-511.22-15 | KONICA MINOLTA BUSINESS USA      | OFFICE MACHINES & ACCESS | \$20.77            | \$813.67           |
|         |                    |                                  | OFFICE MACHINES & ACCESS | \$200.40           |                    |
| 208782  | 101-3001-511.22-03 | DANIEL LEON                      | TRAINING                 | \$75.00            | \$165.00           |
|         |                    |                                  | TRAINING                 | \$45.00            |                    |
|         |                    |                                  | TRAINING                 | \$45.00            |                    |
| 208798  | 101-3001-511.21-65 | METRO-WESTERN COOK CREDIT        | SERVICE MISCELLANEOUS    | \$184.00           | \$184.00           |
| 208806  | 101-3001-511.30-35 | MILJAN MICHAEL                   | REIMBURSEMENT            | \$346.66           | \$346.66           |
| 208809  | 101-3001-511.33-25 | MOORE MEDICAL LLC                | SUPPLIES                 | \$117.90           | \$117.90           |
| 208814  | 101-3001-511.22-03 | NE MULTI REGIONAL TRAINING INC   | REGISTRATION             | \$350.00           | \$350.00           |
| 208816  | 101-3001-511.21-65 | NORTHERN IL FUNERAL SERVICES INC | SERVICE MISCELLANEOUS    | \$480.00           | \$480.00           |
| 208821  | 101-3001-511.30-05 | OFFICE DEPOT                     | OFFICE SUPPLIES          | \$93.35            | \$198.33           |
|         |                    |                                  | OFFICE SUPPLIES          | \$104.98           |                    |
| 208830  | 101-3001-511.33-25 | PETTY CASH/POLICE                | APSW CHIEFS LUNCH        | \$30.00            | \$79.04            |
|         |                    |                                  | GAS                      | \$24.04            |                    |
|         |                    |                                  | LERMI MEETING            | \$25.00            |                    |
| 208838  | 101-3001-511.30-35 | RAY O'HERRON                     | CLOTHING                 | \$57.96            | \$1,498.12         |
|         |                    |                                  | CLOTHING                 | \$132.99           |                    |
|         |                    |                                  | CLOTHING                 | \$358.37           |                    |
|         |                    |                                  | CLOTHING                 | \$116.00           |                    |
|         |                    |                                  | CLOTHING                 | \$112.99           |                    |
|         |                    |                                  | CLOTHING                 | \$148.96           |                    |
|         |                    |                                  | CLOTHING                 | \$17.95            |                    |
|         |                    |                                  | CLOTHING                 | \$64.00            |                    |

**WARRANT REGISTER - GM0002**

| Check #          | Account Number     | Payee                           | Description 1          | Transaction Amount | Total Trans Amount |
|------------------|--------------------|---------------------------------|------------------------|--------------------|--------------------|
| 208838           | 101-3001-511.30-35 | RAY O'HERRON                    | CLOTHING               | \$84.98            | \$1,498.12         |
|                  |                    |                                 | CLOTHING               | \$59.00            |                    |
|                  |                    |                                 | CLOTHING               | \$60.98            |                    |
|                  |                    |                                 | CLOTHING               | \$283.94           |                    |
| 208846           | 101-3001-511.22-02 | ROTARY CLUB OF ARLINGTON HTS    | DUES                   | \$275.00           | \$275.00           |
| 208850           | 101-3001-511.21-65 | SECRETARY OF STATE              | SERVICE PROFESSIONAL   | \$60.00            | \$60.00            |
| 208852           | 101-3001-511.33-25 | SHERWIN ACE HARDWARE            | HARDWARE SUPPLIES      | \$3.30             | \$17.28            |
|                  |                    |                                 | HARDWARE SUPPLIES      | \$13.98            |                    |
| 208853           | 101-3001-511.30-35 | SJODIN ALF                      | CLOTHING               | \$87.90            | \$87.90            |
| 208855           | 101-3001-511.21-65 | SPRINT                          | PROCESSING FEE         | \$150.00           | \$150.00           |
| 208861           | 101-3001-511.22-10 | SUMMIT PRINT SOLUTIONS          | SERVICE PRINTING       | \$45.00            | \$45.00            |
| 208870           | 101-3001-511.33-25 | ULTRA STROBE COMMUNICATIONS INC | VEH MAINTENANCE SUPPLY | \$118.75           | \$118.75           |
|                  | 401-3001-572.50-15 | ULTRA STROBE COMMUNICATIONS INC | VEH MAINTENANCE SUPPLY | \$33.95            | \$143.90           |
|                  |                    |                                 | RADIO INSTALLATION     | \$109.95           |                    |
| 208874           | 101-3001-511.22-05 | UPS STORE #4073                 | UPS CHARGES            | \$227.41           | \$227.41           |
| 208881           | 101-3001-511.21-65 | VERIZON WIRELESS                | ACCT 68682493000001    | \$2,748.03         | \$2,748.03         |
| 208893           | 101-3001-511.21-65 | VERIZON WIRELESS - VSAT         | PROCESSING FEE         | \$70.00            | \$70.00            |
| 901280           | 101-3001-511.22-05 | CITIBANK                        | POSTAGE REIMBURSEMENT  | \$490.83           | \$490.83           |
| Division 1 Total |                    |                                 |                        |                    | \$19,764.03        |

**Division: 3**

| Check # | Account Number     | Payee          | Description 1             | Transaction Amount | Total Trans Amount |
|---------|--------------------|----------------|---------------------------|--------------------|--------------------|
| 208688  | 231-3003-511.40-11 | CMS ACCOUNTING | POLICE EQUIPMENT & SUPPLY | \$132.81           | \$265.62           |

**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                           | Description 1             | Transaction Amount  | Total Trans Amount |
|---------|--------------------|---------------------------------|---------------------------|---------------------|--------------------|
| 208688  | 231-3003-511.40-11 | CMS ACCOUNTING                  | POLICE EQUIPMENT & SUPPLY | \$132.81            | \$265.62           |
| 208689  | 231-3003-511.40-11 | COMMISSION ON ACCREDITATION     | REGISTRATION              | \$2,040.00          | \$2,040.00         |
| 208736  | 231-3003-511.40-01 | HARRIS TRUST & SAVINGS BANK     | B&H PHOTO 800-606-696     | \$555.92            | \$580.87           |
|         |                    |                                 | AMAZON.COM AMZN.COM/BI    | \$24.95             |                    |
| 208787  | 231-3003-511.40-11 | LORELLE COMMUNICATIONS INC      | SERVICE PROFESSIONAL      | \$500.00            | \$500.00           |
| 208860  | 231-3003-511.40-01 | STROHMAN ENTERPRISE INC         | K-9 EQUIPMENT             | \$769.96            | \$769.96           |
| 208870  | 231-3003-511.40-01 | ULTRA STROBE COMMUNICATIONS INC | K-9 EQUIPMENT             | \$7,547.10          | \$7,547.10         |
|         |                    |                                 |                           | Division 3 Total    | \$11,703.55        |
|         |                    |                                 |                           | Department 30 Total | \$31,467.58        |

**WARRANT REGISTER - GM0002****Department: 35 Fire****Division: 1**

| Check # | Account Number     | Payee                         | Description 1             | Transaction Amount | Total Trans Amount |
|---------|--------------------|-------------------------------|---------------------------|--------------------|--------------------|
| 208642  | 101-3501-512.22-03 | AHLMAN PETER                  | IL FIRE CHIEF CONFERENCE  | \$60.00            | \$60.00            |
| 208643  | 101-3501-512.21-02 | AIR ONE EQUIPMENT             | SERVICE EQUIPMENT         | \$365.00           | \$365.00           |
|         | 101-3501-512.30-35 | AIR ONE EQUIPMENT             | CLOTHING                  | \$305.00           | \$767.75           |
|         |                    |                               | SAFETY & FIRST AID EQUIP. | \$462.75           |                    |
| 208666  | 101-3501-512.31-65 | BATTERIES PLUS LLC            | BATTERIES                 | \$27.36            | \$27.36            |
| 208670  | 101-3501-512.33-50 | BOUND TREE MEDICAL LLC        | MEDICAL SUPPLIES          | \$362.34           | \$1,003.52         |
|         |                    |                               | MEDICAL SUPPLIES          | \$585.80           |                    |
|         |                    |                               | MEDICAL SUPPLIES          | \$55.38            |                    |
| 208681  | 101-3501-512.31-85 | CDS OFFICE TECHNOLOGIES       | RADIO EQUIPMENT           | \$220.00           | \$220.00           |
| 208736  | 101-3501-512.21-02 | HARRIS TRUST & SAVINGS BANK   | WEST MARINE #76           | \$65.99            | \$855.99           |
|         |                    |                               | OHD,LLLP                  | \$790.00           |                    |
|         | 101-3501-512.22-03 | HARRIS TRUST & SAVINGS BANK   | MARRIOTT NORMAL           | \$236.32           | \$236.32           |
|         | 101-3501-512.30-35 | HARRIS TRUST & SAVINGS BANK   | PGA TOUR SUPERSTORE       | \$119.94           | \$119.94           |
|         | 101-3501-512.31-65 | HARRIS TRUST & SAVINGS BANK   | AMAZON MKTPLACE PMTS      | \$44.99            | \$44.99            |
|         | 101-3501-512.31-85 | HARRIS TRUST & SAVINGS BANK   | ETRAILER                  | \$121.38           | \$121.38           |
|         | 101-3501-512.33-05 | HARRIS TRUST & SAVINGS BANK   | JEWEL #3478               | \$99.99            | \$99.99            |
| 208757  | 101-3501-512.21-02 | HUNZINGER WILLIAMS AWNING CO. | BLDG MAINTENANCE          | \$2,616.00         | \$2,616.00         |
| 208767  | 101-3501-512.30-35 | JG UNIFORMS                   | CLOTHING                  | \$332.00           | \$1,253.15         |
|         |                    |                               | CLOTHING                  | \$102.00           |                    |
|         |                    |                               | CLOTHING                  | \$110.00           |                    |
|         |                    |                               | CLOTHING                  | \$132.45           |                    |



**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                          | Description 1             | Transaction Amount | Total Trans Amount |
|---------|--------------------|--------------------------------|---------------------------|--------------------|--------------------|
| 208767  | 101-3501-512.30-35 | JG UNIFORMS                    | CLOTHING                  | \$329.20           | \$1,253.15         |
|         |                    |                                | CLOTHING                  | \$179.75           |                    |
|         |                    |                                | CLOTHING                  | \$13.90            |                    |
|         |                    |                                | CLOTHING                  | \$53.85            |                    |
| 208788  | 101-3501-512.31-85 | LOWES COMMERCIAL SERVICES      | MAINTENANCE EQUIPMENT     | \$15.59            | \$15.59            |
| 208789  | 101-3501-512.22-03 | LYONS, BERNIE                  | IL FIRE CHIEF CONFERENCE  | \$60.00            | \$60.00            |
| 208790  | 101-3501-512.31-55 | M AND M LOCK                   | MAINTENANCE EQUIPMENT     | \$41.50            | \$41.50            |
| 208794  | 101-3501-512.22-03 | MC HENRY COUNTY COLLEGE        | VMO CLASS                 | \$725.00           | \$725.00           |
| 208797  | 101-3501-512.31-85 | MES                            | SCBA EQUIPMENT            | \$492.00           | \$492.00           |
| 208813  | 101-3501-512.33-05 | NATL FIRE PROTECTION ASSOC     | OFFICE SUPPLIES           | \$586.52           | \$586.52           |
| 208819  | 101-3501-512.31-85 | NORTHWEST ELECTRICAL SUPPLY CO | ELECTRICAL EQUIPMENT      | \$234.24           | \$234.24           |
| 208820  | 101-3501-512.21-02 | NOVAK AND PARKER               | BLDG MAINTENANCE          | \$185.40           | \$185.40           |
| 208821  | 101-3501-512.30-05 | OFFICE DEPOT                   | OFFICE SUPPLIES           | \$61.74            | \$389.78           |
|         |                    |                                | OFFICE SUPPLIES           | \$75.60            |                    |
|         |                    |                                | OFFICE SUPPLIES           | \$55.93            |                    |
|         |                    |                                | OFFICE SUPPLIES           | \$196.51           |                    |
| 208836  | 101-3501-512.31-60 | R H MEDICAL                    | MEDICAL SUPPLIES          | \$141.00           | \$141.00           |
| 208873  | 101-3501-512.22-05 | UPS STORE #1051                | SHIPPING/DELIVERY SERVICE | \$6.20             | \$6.20             |
| 208880  | 101-3501-512.21-65 | VERIZON WIRELESS               | ACCT 44205897800001       | \$751.99           | \$751.99           |
| 208895  | 101-3501-512.22-03 | MATTHEW WALTERS                | PARAMEDIC SCHOOL EXPENSE  | \$205.00           | \$205.00           |
| 208899  | 101-3501-512.21-07 | WIRFS INDUSTRIES INC           | MAINTENANCE SUPPLIES      | \$236.00           | \$236.00           |
| 208900  | 101-3501-512.22-15 | XEROX CORPORATION              | OFFICE MACHINES & ACCESS  | \$85.00            | \$189.00           |
|         |                    |                                | OFFICE MACHINES & ACCESS  | \$26.00            |                    |

**WARRANT REGISTER - GM0002**

| Check #             | Account Number     | Payee             | Description 1            | Transaction Amount | Total Trans Amount |
|---------------------|--------------------|-------------------|--------------------------|--------------------|--------------------|
| 208900              | 101-3501-512.22-15 | XEROX CORPORATION | OFFICE MACHINES & ACCESS | \$26.00            | \$189.00           |
|                     |                    |                   | OFFICE MACHINES & ACCESS | \$26.00            |                    |
|                     |                    |                   | OFFICE MACHINES & ACCESS | \$26.00            |                    |
| 901280              | 101-3501-512.22-05 | CITIBANK          | POSTAGE REIMBURSEMENT    | \$15.60            | \$15.60            |
| Division 1 Total    |                    |                   |                          |                    | \$12,066.21        |
| Department 35 Total |                    |                   |                          |                    | \$12,066.21        |

**WARRANT REGISTER - GM0002****Department: 37      Foreign Fire Insurance****Division: 1**

| Check # | Account Number     | Payee                       | Description 1         | Transaction Amount         | Total Trans Amount |
|---------|--------------------|-----------------------------|-----------------------|----------------------------|--------------------|
| 208717  | 227-3701-512.22-03 | JOSEPH FORDE                | TUITION REIMBURSEMENT | \$81.38                    | \$81.38            |
| 208736  | 227-3701-512.50-15 | HARRIS TRUST & SAVINGS BANK | TRUEFORM RUNNER       | \$325.00                   | \$325.00           |
| 208848  | 227-3701-512.22-03 | CHRISTOPHER RYMUT           | TUITION REIMBURSEMENT | \$1,225.75                 | \$1,225.75         |
|         |                    |                             |                       | <b>Division 1 Total</b>    | <b>\$1,632.13</b>  |
|         |                    |                             |                       | <b>Department 37 Total</b> | <b>\$1,632.13</b>  |

**WARRANT REGISTER - GM0002****Department: 40      Planning****Division: 1**

| Check #             | Account Number     | Payee                               | Description 1            | Transaction Amount | Total Trans Amount |
|---------------------|--------------------|-------------------------------------|--------------------------|--------------------|--------------------|
| 2123                | 101-4001-521.40-41 | CBS RADIO                           | RADIO COMMERCIALS        | \$4,400.00         | \$4,400.00         |
| 208727              | 101-4001-521.20-05 | GOVTEMPSUSA LLC                     | SERVICE PROFESSIONAL     | \$1,792.00         | \$1,792.00         |
| 208743              | 263-4001-571.20-05 | HOLLAND & KNIGHT LLP                | SERVICE PROFESSIONAL     | \$408.00           | \$408.00           |
| 208780              | 101-4001-521.21-65 | LEGRAND REPORTING & VIDEO SERVICES  | TRANSCRIPTS              | \$202.95           | \$557.60           |
|                     |                    |                                     | TRANSCRIPTS              | \$354.65           |                    |
| 208822              | 101-4001-521.22-01 | PADDOCK PUBLICATIONS INC            | ADVERTISING              | \$106.65           | \$765.45           |
|                     |                    |                                     | ADVERTISING              | \$99.90            |                    |
|                     |                    |                                     | ADVERTISING              | \$81.00            |                    |
|                     |                    |                                     | ADVERTISING              | \$78.30            |                    |
|                     |                    |                                     | ADVERTISING              | \$86.40            |                    |
|                     |                    |                                     | ADVERTISING              | \$81.00            |                    |
|                     |                    |                                     | ADVERTISING              | \$83.70            |                    |
|                     |                    |                                     | ADVERTISING              | \$148.50           |                    |
| 208832              | 263-4001-571.20-05 | PIONEER ENGINEERING & ENVIRONMENTAL | SERVICE CONSULTING       | \$1,076.25         | \$1,076.25         |
| 208891              | 101-4001-521.21-65 | VERIZON WIRELESS                    | ACCT 38042002700001      | \$183.33           | \$183.33           |
| 208900              | 101-4001-521.22-15 | XEROX CORPORATION                   | OFFICE MACHINES & ACCESS | \$37.96            | \$37.96            |
| 901280              | 101-4001-521.22-05 | CITIBANK                            | POSTAGE REIMBURSEMENT    | \$78.40            | \$78.40            |
| Division 1 Total    |                    |                                     |                          |                    | \$9,298.99         |
| Department 40 Total |                    |                                     |                          |                    | \$9,298.99         |

**WARRANT REGISTER - GM0002****Department: 41      Community Devl Block Grnt****Division: 1**

| Check # | Account Number     | Payee                          | Description 1 | Transaction Amount         | Total Trans Amount |
|---------|--------------------|--------------------------------|---------------|----------------------------|--------------------|
| 208712  | 215-4101-522.41-70 | FAITH COMMUNITY HOMES          | CDBG PROGRAM  | \$625.00                   | \$625.00           |
| 208720  | 215-4101-522.41-03 | GLENKIRK                       | CDBG PROGRAM  | \$33,200.00                | \$33,200.00        |
| 208785  | 215-4101-522.41-73 | LIFE SPAN                      | CDBG PROGRAM  | \$750.00                   | \$750.00           |
| 208867  | 215-4101-522.41-54 | TOWNSHIP HIGH SCHOOL DIST #214 | CDBG PROGRAM  | \$147.00                   | \$147.00           |
|         |                    |                                |               | <b>Division 1 Total</b>    | <b>\$34,722.00</b> |
|         |                    |                                |               | <b>Department 41 Total</b> | <b>\$34,722.00</b> |

**WARRANT REGISTER - GM0002****Department: 45      Building****Division: 1**

| Check #          | Account Number     | Payee                          | Description 1            | Transaction Amount | Total Trans Amount |
|------------------|--------------------|--------------------------------|--------------------------|--------------------|--------------------|
| 208635           | 101-4501-523.30-05 | A & E RUBBER STAMP CORP        | OFFICE SUPPLIES          | \$36.00            | \$36.00            |
| 208649           | 101-4501-523.33-05 | AMPERAGE ELECTRICAL SUPPLY INC | FIELD SUPPLIES           | \$39.15            | \$39.15            |
| 208734           | 101-4501-523.20-35 | GRIVAS KRAUSE ASSOCIATES LTD   | SERVICE CONSULTING       | \$345.00           | \$345.00           |
| 208736           | 101-4501-523.22-03 | HARRIS TRUST & SAVINGS BANK    | SIUE EMARKET             | \$115.00           | \$115.00           |
|                  | 101-4501-523.30-05 | HARRIS TRUST & SAVINGS BANK    | TLF*ARDMORE FLORIST      | \$93.39            | \$93.39            |
|                  | 101-4501-523.33-05 | HARRIS TRUST & SAVINGS BANK    | AMAZON MKTPLACE PMTS     | \$79.92            | (\$13.47)          |
|                  |                    |                                | TLF*ARDMORE FLORIST      | (\$93.39)          |                    |
| 208829           | 101-4501-523.22-03 | PETTY CASH                     | SBOC MEETING             | \$20.00            | \$40.00            |
|                  |                    |                                | TRAINING                 | \$20.00            |                    |
|                  | 101-4501-523.33-05 | PETTY CASH                     | SUPPLIES                 | \$41.99            | \$41.99            |
| 208861           | 101-4501-523.22-10 | SUMMIT PRINT SOLUTIONS         | SERVICE PRINTING         | \$90.00            | \$90.00            |
| 208882           | 101-4501-523.21-65 | VERIZON WIRELESS               | ACCT 54209747800001      | \$541.61           | \$541.61           |
| 208883           | 101-4501-523.21-65 | VERIZON WIRELESS               | ACCT 54209747800002      | \$144.04           | \$144.04           |
| 208900           | 101-4501-523.22-15 | XEROX CORPORATION              | OFFICE MACHINES & ACCESS | \$85.00            | \$138.55           |
|                  |                    |                                | OFFICE MACHINES & ACCESS | \$26.00            |                    |
|                  |                    |                                | OFFICE MACHINES & ACCESS | \$27.55            |                    |
| 901280           | 101-4501-523.22-05 | CITIBANK                       | POSTAGE REIMBURSEMENT    | \$118.70           | \$118.70           |
| Division 1 Total |                    |                                |                          |                    | \$1,729.96         |

**Division: 2**

| Check # | Account Number     | Payee                    | Description 1 | Transaction Amount | Total Trans Amount |
|---------|--------------------|--------------------------|---------------|--------------------|--------------------|
| 208640  | 101-4502-523.20-25 | AFFILIATED CLINICIANS CS | COUNSELING    | \$100.00           | \$100.00           |

**WARRANT REGISTER - GM0002**

| Check #          | Account Number     | Payee                       | Description 1         | Transaction Amount | Total Trans Amount |
|------------------|--------------------|-----------------------------|-----------------------|--------------------|--------------------|
| 208706           | 101-4502-523.20-25 | IRENA DUBIEL                | COUNSELING            | \$100.00           | \$100.00           |
| 208715           | 101-4502-523.21-10 | FLECKS LANDSCAPING          | PROPERTY MAINTENANCE  | \$330.00           | \$415.00           |
|                  |                    |                             | PROPERTY MAINTENANCE  | \$85.00            |                    |
| 208736           | 101-4502-523.21-65 | HARRIS TRUST & SAVINGS BANK | J2 *MYFAX SERVICES    | \$10.00            | \$10.00            |
|                  | 101-4502-523.22-03 | HARRIS TRUST & SAVINGS BANK | WYNDHAM SPRINGFIELD   | \$158.20           | \$388.20           |
|                  |                    |                             | ILLINOIS ENVIRONMEN   | \$115.00           |                    |
|                  | 101-4502-523.30-05 | HARRIS TRUST & SAVINGS BANK | AMAZON.COM            | \$39.30            | \$39.30            |
|                  | 101-4502-523.33-10 | HARRIS TRUST & SAVINGS BANK | MOORE MEDICAL LLC     | \$328.22           | \$328.22           |
|                  | 101-4502-523.40-53 | HARRIS TRUST & SAVINGS BANK | COMED PAYMENT         | \$152.50           | \$511.26           |
|                  |                    |                             | COMED PAYMENT         | \$358.76           |                    |
| 208774           | 101-4502-523.20-25 | KATOR LCSW, ANNE            | COUNSELING            | \$123.50           | \$123.50           |
| 208781           | 101-4502-523.20-25 | SHERRY LEMKE                | COUNSELING            | \$320.00           | \$320.00           |
| 208793           | 101-4502-523.22-03 | MC CALISTER JAMES           | IPHA ANNUAL MEETING   | \$25.00            | \$25.00            |
| 208829           | 101-4502-523.33-05 | PETTY CASH                  | SUPPLIES              | \$8.79             | \$8.79             |
| 208886           | 101-4502-523.21-65 | VERIZON WIRELESS            | ACCT 88556712200001   | \$354.56           | \$354.56           |
| 901280           | 101-4502-523.22-05 | CITIBANK                    | POSTAGE REIMBURSEMENT | \$23.62            | \$23.62            |
| Division 2 Total |                    |                             |                       |                    | \$2,747.45         |

**Division: 3**

| Check # | Account Number     | Payee                       | Description 1             | Transaction Amount | Total Trans Amount |
|---------|--------------------|-----------------------------|---------------------------|--------------------|--------------------|
| 208701  | 101-4503-523.21-65 | BRUCE CRUZ                  | EMPLOYMENT PROGRAM        | \$75.00            | \$75.00            |
| 208722  | 101-4503-523.21-65 | SETH GOLDBERG               | SIGN LANGUAGE INSTRUCTION | \$337.50           | \$337.50           |
| 208736  | 101-4503-523.21-65 | HARRIS TRUST & SAVINGS BANK | VOLGISTICS INC            | \$61.00            | \$61.00            |

**WARRANT REGISTER - GM0002**

| Check #             | Account Number     | Payee                             | Description 1              | Transaction Amount | Total Trans Amount |
|---------------------|--------------------|-----------------------------------|----------------------------|--------------------|--------------------|
| 208769              | 101-4503-523.21-65 | JOHN HERSEY HIGH SCHOOL           | SENIOR OLYMPICS 10-4       | \$100.00           | \$100.00           |
| 208801              | 101-4503-523.21-65 | METROPOLIS PERFORMING ARTS CENTRE | ACTING PROGRAM INSTRUCTION | \$240.00           | \$240.00           |
| 208831              | 101-4503-523.21-65 | PETTY CASH/SENIOR CENTER          | SERVICES                   | \$25.00            | \$25.00            |
|                     | 101-4503-523.22-03 | PETTY CASH/SENIOR CENTER          | MILEAGE                    | \$8.56             | \$8.56             |
|                     | 101-4503-523.22-05 | PETTY CASH/SENIOR CENTER          | POSTAGE                    | \$0.98             | \$0.98             |
|                     | 101-4503-523.31-65 | PETTY CASH/SENIOR CENTER          | PROGRAM SUPPLIES           | \$205.89           | \$205.89           |
| 208869              | 101-4503-523.21-65 | TED TURNER                        | PIANO FEE AT HEALTHY AGIN  | \$100.00           | \$100.00           |
| 901280              | 101-4503-523.22-05 | CITIBANK                          | POSTAGE REIMBURSEMENT      | \$42.59            | \$42.59            |
| Division 3 Total    |                    |                                   |                            |                    | \$1,196.52         |
| Department 45 Total |                    |                                   |                            |                    | \$5,673.93         |



**WARRANT REGISTER - GM0002****Department: 50      Engineering****Division: 1**

| Check # | Account Number     | Payee                       | Description 1          | Transaction Amount | Total Trans Amount |
|---------|--------------------|-----------------------------|------------------------|--------------------|--------------------|
| 208654  | 401-5001-571.50-30 | ARROW ROAD CONSTRUCTION CO  | SERVICE CONSTRUCTION   | \$227,310.48       | \$227,310.48       |
| 208703  | 426-5001-571.50-25 | DIMEO BROTHERS INC          | SERVICE CONSULTING     | \$40,876.60        | \$40,876.60        |
| 208736  | 101-5001-524.22-02 | HARRIS TRUST & SAVINGS BANK | 4TE*IDFPR SFEE         | \$1.41             | \$1,161.41         |
|         |                    |                             | 4TE*IL PROF LICENSE FE | \$60.00            |                    |
|         |                    |                             | AMER SOC CIVIL ENGINEE | \$275.00           |                    |
|         | 101-5001-524.22-03 | HARRIS TRUST & SAVINGS BANK | CITY CAB OF ORL        | \$8.64             | \$1,092.97         |
|         |                    |                             | HYATT REGENCY ORLANDO  | (\$123.75)         |                    |
|         |                    |                             | HYATT REGENCY ORLANDO  | \$1,072.56         |                    |
|         |                    |                             | LOT G                  | \$60.00            |                    |
|         |                    |                             | SUPERSHUTTLE/EXECUCARM | \$75.52            |                    |
|         | 101-5001-524.30-05 | HARRIS TRUST & SAVINGS BANK | VERIZON WRLS M147401   | \$98.98            | \$98.98            |
|         | 101-5001-524.31-85 | HARRIS TRUST & SAVINGS BANK | AMAZON MKTPLACE PMTS   | \$26.68            | \$26.68            |
| 208771  | 401-5001-571.50-30 | JOHNSON PAVING CO           | SERVICE CONSTRUCTION   | \$267,511.14       | \$267,511.14       |
| 208821  | 101-5001-524.30-05 | OFFICE DEPOT                | OFFICE SUPPLIES        | \$296.06           | \$296.06           |
| 208839  | 401-5001-571.50-30 | MIKE RELAZ                  | DRIVEWAY REIMBURSEMENT | \$1,152.87         | \$1,152.87         |
| 208842  | 426-5001-571.50-25 | RILEY CONSTRUCTION          | SERVICE CONSTRUCTION   | \$162,774.44       | \$162,774.44       |
| 208884  | 101-5001-524.21-65 | VERIZON WIRELESS            | ACCT 98547850100002    | \$537.46           | \$537.46           |
| 208898  | 401-5001-571.50-30 | PETER WILCZEWSKI            | SIDEWALK REIMBURSEMENT | \$352.80           | \$352.80           |
| 208900  | 101-5001-524.22-15 | XEROX CORPORATION           | RENTAL/LEASE EQUIPMENT | \$85.00            | \$85.00            |
| 208903  | 401-5001-571.50-30 | STANLEY ZIEMBA              | SIDEWALK REIMBURSEMENT | \$644.00           | \$644.00           |
| 901280  | 101-5001-524.22-05 | CITIBANK                    | POSTAGE REIMBURSEMENT  | \$21.54            | \$21.54            |

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| Check # | Account Number | Payee | Description 1 | Transaction Amount         | Total Trans Amount  |
|---------|----------------|-------|---------------|----------------------------|---------------------|
|         |                |       |               | <b>Division 1 Total</b>    | <b>\$703,942.43</b> |
|         |                |       |               | <b>Department 50 Total</b> | <b>\$703,942.43</b> |

**WARRANT REGISTER - GM0002****Department: 71      Public Works****Division: 1**

| Check # | Account Number     | Payee                        | Description 1           | Transaction Amount | Total Trans Amount |
|---------|--------------------|------------------------------|-------------------------|--------------------|--------------------|
| 208636  | 401-7101-571.50-20 | ABT ELECTRONICS              | BLDG MAINTENANCE SUPPLY | \$1,490.00         | \$1,490.00         |
| 208638  | 101-7101-531.31-55 | ACTIVE ELECTRICAL SUPPLY CO  | LIGHTING SUPPLY         | \$398.80           | \$961.83           |
|         |                    |                              | LIGHTING SUPPLY         | \$55.86            |                    |
|         |                    |                              | LIGHTING SUPPLY         | \$263.04           |                    |
|         |                    |                              | LIGHTING SUPPLY         | \$195.00           |                    |
|         |                    |                              | LIGHTING SUPPLY         | \$49.13            |                    |
|         | 101-7101-531.31-75 | ACTIVE ELECTRICAL SUPPLY CO  | LIGHTING SUPPLY         | \$208.50           | \$208.50           |
| 208639  | 101-7101-531.31-55 | ADDISON BUILDING MATERIAL CO | BLDG MAINTENANCE SUPPLY | \$3.79             | \$8.10             |
|         |                    |                              | BLDG MAINTENANCE SUPPLY | \$4.31             |                    |
| 208641  | 101-7101-531.21-11 | AFTERMATH                    | PK GARAGE CLEAN UP      | \$105.00           | \$105.00           |
| 208645  | 401-7101-571.50-20 | AMERICAN DOOR & DOCK         | BLDG MAINTENANCE SUPPLY | \$2,600.00         | \$2,600.00         |
| 208648  | 101-7101-531.21-36 | AMERIGAS-PALATINE            | CYLINDER RENTAL         | \$213.68           | \$213.68           |
|         | 101-7101-531.30-39 | AMERIGAS-PALATINE            | PROPANE                 | \$28.18            | \$28.18            |
| 208655  | 101-7101-531.22-70 | AT & T                       | ACCT 84725961248940     | \$41.87            | \$41.87            |
| 208656  | 101-7101-531.22-70 | AT & T                       | ACCT 84757757951551     | \$248.03           | \$248.03           |
| 208657  | 101-7101-531.22-70 | AT & T                       | ACCT 84757754536603     | \$70.86            | \$70.86            |
| 208660  | 101-7101-531.21-02 | ATLAS COPCO COMPRESSORS LLC  | BLDG MAINTENANCE SUPPLY | \$126.43           | \$126.43           |
| 208665  | 101-7101-531.31-65 | BATTERIES PLUS LLC           | BATTERIES               | \$168.87           | \$1,069.32         |
|         |                    |                              | BATTERIES               | \$12.00            |                    |
|         |                    |                              | BATTERIES               | \$534.60           |                    |
|         |                    |                              | BATTERIES               | \$155.90           |                    |

**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                              | Description 1           | Transaction Amount | Total Trans Amount |
|---------|--------------------|------------------------------------|-------------------------|--------------------|--------------------|
| 208665  | 101-7101-531.31-65 | BATTERIES PLUS LLC                 | BATTERIES               | \$197.95           | \$1,069.32         |
| 208671  | 101-7101-531.30-39 | BP                                 | FUEL                    | \$142.96           | \$142.96           |
| 208679  | 426-7101-571.50-25 | CDM SMITH INC                      | SERVICE CONSULTING      | \$4,894.05         | \$4,894.05         |
| 208685  | 101-7101-531.21-11 | CINTAS CORP                        | FLOOR MATS              | \$27.59            | \$178.85           |
|         |                    |                                    | FLOOR MATS              | \$27.59            |                    |
|         |                    |                                    | FLOOR MATS              | \$27.59            |                    |
|         |                    |                                    | FLOOR MATS              | \$30.99            |                    |
|         |                    |                                    | FLOOR MATS              | \$65.09            |                    |
|         | 101-7101-531.30-35 | CINTAS CORP                        | CLOTHING                | \$60.07            | \$120.15           |
|         |                    |                                    | CLOTHING                | \$60.08            |                    |
| 208686  | 101-7101-531.21-55 | CITY ESCAPE GARDEN CENTER & DESIGN | SERVICE MISCELLANEOUS   | \$2,855.17         | \$2,855.17         |
| 208692  | 101-7101-531.21-50 | COMMONWEALTH EDISON COMPANY        | ACCT 0211092232         | \$128.92           | \$128.92           |
| 208707  | 101-7101-531.21-02 | DYNAMIC HEATING & PIPING CO        | BLDG MAINTENANCE SUPPLY | \$2,561.00         | \$2,561.00         |
| 208715  | 435-7101-571.50-55 | FLECKS LANDSCAPING                 | LANDSCAPING             | \$3,420.70         | \$3,965.80         |
|         |                    |                                    | LANDSCAPING             | \$545.10           |                    |
| 208718  | 101-7101-531.21-02 | FOUNTAIN TECHNOLOGIES LTD          | FOUNTAIN MAINTENANCE    | \$1,105.00         | \$1,105.00         |
| 208728  | 101-7101-531.31-55 | GRAINGER W W INC                   | HARDWARE SUPPLIES       | \$74.04            | \$74.04            |
|         | 101-7101-531.31-80 | GRAINGER W W INC                   | HARDWARE SUPPLIES       | \$172.40           | \$172.40           |
| 208729  | 401-7101-571.50-20 | GRAYBAR ELECTRIC COMPANY           | HARDWARE SUPPLIES       | \$4,016.15         | \$1,498.05         |
|         |                    |                                    | HARDWARE SUPPLIES       | (\$2,518.10)       |                    |
| 208730  | 101-7101-531.21-02 | GREAT LAKES SERVICE EQUIPMENT LLC  | BLDG MAINTENANCE SUPPLY | \$318.00           | \$636.00           |
|         |                    |                                    | BLDG MAINTENANCE SUPPLY | \$318.00           |                    |
| 208735  | 101-7101-531.31-55 | HARBOR FREIGHT TOOLS               | HARDWARE SUPPLY         | \$24.99            | \$24.99            |

**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                     | Description 1           | Transaction Amount | Total Trans Amount |
|---------|--------------------|---------------------------|-------------------------|--------------------|--------------------|
| 208737  | 101-7101-531.21-11 | HAYES MECHANICAL          | BLDG MAINTENANCE SUPPLY | \$1,313.01         | \$1,313.01         |
| 208739  | 101-7101-531.31-90 | HEALY ASPHALT COMPANY     | MAINTENANCE SUPPLY      | \$3,010.60         | \$3,010.60         |
| 208740  | 101-7101-531.22-02 | ANDREW HECK               | CDL REIMBURSEMENT       | \$50.00            | \$50.00            |
| 208741  | 101-7101-531.31-55 | HELLER LUMBER CO          | LUMBER                  | \$849.77           | \$849.77           |
| 208756  | 101-7101-531.31-45 | HP PRODUCTS CORP          | OFFICE SUPPLY           | \$301.85           | \$301.85           |
| 208762  | 101-7101-531.21-11 | INTL EXTERMINATORS INC    | PEST CONTROL            | \$124.00           | \$1,180.00         |
|         |                    |                           | PEST CONTROL            | \$199.00           |                    |
|         |                    |                           | PEST CONTROL            | \$231.00           |                    |
|         |                    |                           | PEST CONTROL            | \$196.00           |                    |
|         |                    |                           | PEST CONTROL            | \$155.00           |                    |
|         |                    |                           | PEST CONTROL            | \$155.00           |                    |
|         |                    |                           | PEST CONTROL            | \$60.00            |                    |
|         |                    |                           | PEST CONTROL            | \$60.00            |                    |
| 208764  | 235-7101-571.50-25 | J GILL & COMPANY          | SERVICE CONSTRUCTION    | \$70,254.85        | \$70,254.85        |
| 208765  | 101-7101-531.31-55 | JC LICHT                  | BLDG MAINTENANCE SUPPLY | \$6.78             | \$6.78             |
| 208770  | 101-7101-531.21-02 | JOHNSON CONTROLS          | BLDG MAINTENANCE SUPPLY | \$126.00           | \$126.00           |
| 208773  | 101-7101-531.30-39 | JS LUBRICANT SOLUTIONS    | VEH MAINTENANCE SUPPLY  | \$1,261.95         | \$1,701.95         |
|         |                    |                           | VEH MAINTENANCE SUPPLY  | \$440.00           |                    |
| 208775  | 101-7101-531.21-02 | KC FITNESS SERVICE INC    | BLDG MAINTENANCE SUPPLY | \$438.19           | \$438.19           |
| 208778  | 101-7101-531.30-39 | LEAHY WOLF CO             | VEH MAINTENANCE SUPPLY  | \$356.95           | \$1,007.75         |
|         |                    |                           | VEH MAINTENANCE SUPPLY  | \$531.30           |                    |
|         |                    |                           | VEH MAINTENANCE SUPPLY  | \$119.50           |                    |
| 208788  | 101-7101-531.31-55 | LOWES COMMERCIAL SERVICES | HARDWARE SUPPLIES       | \$201.92           | \$201.92           |

**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                          | Description 1           | Transaction Amount | Total Trans Amount |
|---------|--------------------|--------------------------------|-------------------------|--------------------|--------------------|
| 208788  | 101-7101-531.31-75 | LOWES COMMERCIAL SERVICES      | STREET LIGHT SUPPLIES   | \$73.05            | \$116.69           |
|         |                    |                                | STREET LIGHT SUPPLIES   | \$43.64            |                    |
|         | 101-7101-531.31-85 | LOWES COMMERCIAL SERVICES      | HARDWARE SUPPLIES       | \$7.59             | \$112.55           |
|         |                    |                                | HARDWARE SUPPLIES       | \$104.96           |                    |
| 208805  | 101-7101-531.21-55 | MILIEU DESIGN LLC              | SERVICE MISCELLANEOUS   | \$2,254.89         | \$4,509.78         |
|         |                    |                                | SERVICE MISCELLANEOUS   | \$2,254.89         |                    |
| 208819  | 101-7101-531.31-55 | NORTHWEST ELECTRICAL SUPPLY CO | SUPPLIES                | (\$60.05)          | (\$107.11)         |
|         |                    |                                | SUPPLIES                | (\$47.06)          |                    |
|         | 101-7101-531.31-75 | NORTHWEST ELECTRICAL SUPPLY CO | SUPPLIES                | \$162.15           | \$162.15           |
| 208821  | 101-7101-531.30-05 | OFFICE DEPOT                   | OFFICE SUPPLIES         | \$15.23            | \$45.26            |
|         |                    |                                | OFFICE SUPPLIES         | \$30.03            |                    |
| 208823  | 101-7101-531.31-65 | PAPA SAVERIOS                  | EVENT SUPPLIES          | \$690.00           | \$690.00           |
| 208824  | 101-7101-531.31-55 | PATT CORP                      | HARDWARE SUPPLIES       | \$2,067.34         | \$2,067.34         |
| 208829  | 101-7101-531.31-65 | PETTY CASH                     | SUPPLIES                | \$19.98            | \$19.98            |
| 208833  | 101-7101-531.22-70 | PRECISE MRM LLC                | DATA PLAN / MONTHLY FEE | \$382.93           | \$382.93           |
| 208837  | 401-7101-572.50-15 | RADICOM                        | SIREN UPGRADE           | \$3,150.00         | \$6,300.00         |
|         |                    |                                | SIREN UPGRADE           | \$3,150.00         |                    |
| 208852  | 101-7101-531.31-55 | SHERWIN ACE HARDWARE           | HARDWARE SUPPLIES       | \$22.99            | \$143.19           |
|         |                    |                                | HARDWARE SUPPLIES       | \$17.99            |                    |
|         |                    |                                | HARDWARE SUPPLIES       | \$31.10            |                    |
|         |                    |                                | HARDWARE SUPPLIES       | \$71.11            |                    |
|         | 101-7101-531.31-70 | SHERWIN ACE HARDWARE           | HARDWARE SUPPLIES       | \$13.99            | \$13.99            |
|         | 101-7101-531.31-90 | SHERWIN ACE HARDWARE           | HARDWARE SUPPLIES       | \$10.58            | \$10.58            |

**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                        | Description 1           | Transaction Amount | Total Trans Amount |
|---------|--------------------|------------------------------|-------------------------|--------------------|--------------------|
| 208852  |                    |                              |                         |                    |                    |
| 208858  | 101-7101-531.31-55 | STANDARD PIPE & SUPPLY INC   | HARDWARE SUPPLIES       | \$299.18           | \$484.75           |
|         |                    |                              | HARDWARE SUPPLIES       | \$173.97           |                    |
|         |                    |                              | HARDWARE SUPPLIES       | \$11.60            |                    |
| 208863  | 101-7101-531.33-05 | TEMPLE DISPLAY LTD           | HOLIDAY DECOR           | \$2,674.25         | \$2,674.25         |
| 208868  | 101-7101-531.31-80 | TRAFFIC CONTROL & PROTECTION | HARDWARE SUPPLIES       | \$750.00           | \$750.00           |
| 208876  | 101-7101-531.21-02 | VALLEY FIRE PROTECTION       | BLDG MAINTENANCE SUPPLY | \$500.00           | \$6,575.00         |
|         |                    |                              | BLDG MAINTENANCE SUPPLY | \$2,579.00         |                    |
|         |                    |                              | BLDG MAINTENANCE SUPPLY | \$237.00           |                    |
|         |                    |                              | BLDG MAINTENANCE SUPPLY | \$237.00           |                    |
|         |                    |                              | BLDG MAINTENANCE SUPPLY | \$237.00           |                    |
|         |                    |                              | BLDG MAINTENANCE SUPPLY | \$237.00           |                    |
|         |                    |                              | BLDG MAINTENANCE SUPPLY | \$417.00           |                    |
|         |                    |                              | BLDG MAINTENANCE SUPPLY | \$589.00           |                    |
|         |                    |                              | BLDG MAINTENANCE SUPPLY | \$1,154.00         |                    |
|         |                    |                              | BLDG MAINTENANCE SUPPLY | \$388.00           |                    |
| 208890  | 101-7101-531.22-70 | VERIZON WIRELESS             | ACCT 58675303500001     | \$6,748.96         | \$6,748.96         |
| 208904  | 101-7101-531.31-85 | ZORO TOOLS INC               | HARDWARE SUPPLIES       | \$172.60           | \$172.60           |
| 801667  | 101-7101-531.21-50 | COMMONWEALTH EDISON COMPANY  | ACCT 0002031003         | \$31.55            | \$1,161.04         |
|         |                    |                              | ACCT 4321662000         | \$1,129.49         |                    |
| 801668  | 101-7101-531.21-50 | NICOR                        | ACCT 06802945268        | \$25.04            | \$3,681.72         |
|         |                    |                              | ACCT 1942640000         | \$92.60            |                    |
|         |                    |                              | ACCT 25422686599        | \$1,430.29         |                    |

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| Check #             | Account Number     | Payee    | Description 1         | Transaction Amount | Total Trans Amount |
|---------------------|--------------------|----------|-----------------------|--------------------|--------------------|
| 801668              | 101-7101-531.21-50 | NICOR    | ACCT 38178600003      | \$44.99            | \$3,681.72         |
|                     |                    |          | ACCT 40178600009      | \$24.74            |                    |
|                     |                    |          | ACCT 43278600002      | \$102.19           |                    |
|                     |                    |          | ACCT 53278600001      | \$101.83           |                    |
|                     |                    |          | ACCT 55616726109      | \$993.27           |                    |
|                     |                    |          | ACCT 58401600000      | \$122.81           |                    |
|                     |                    |          | ACCT 72489260108      | \$171.43           |                    |
|                     |                    |          | ACCT 94830700004      | \$130.63           |                    |
|                     |                    |          | ACCT 97034457784      | \$441.90           |                    |
| 901280              | 101-7101-531.22-05 | CITIBANK | POSTAGE REIMBURSEMENT | \$25.87            | \$25.87            |
| Division 1 Total    |                    |          |                       |                    | \$142,713.37       |
| Department 71 Total |                    |          |                       |                    | \$142,713.37       |



**WARRANT REGISTER - GM0002****Department: 72      Water and Sewer****Division: 1**

| Check # | Account Number     | Payee                       | Description 1              | Transaction Amount | Total Trans Amount |
|---------|--------------------|-----------------------------|----------------------------|--------------------|--------------------|
| 208645  | 505-7201-561.50-20 | AMERICAN DOOR & DOCK        | BLDG MAINTENANCE SUPPLY    | \$1,240.67         | \$1,240.67         |
| 208647  | 505-7201-561.22-03 | AMERICAN WATER WORKS ASSN   | TREVINO, OPERATORS LICENSE | \$529.00           | \$529.00           |
| 208658  | 505-7201-561.22-70 | AT & T                      | ACCT 84743746858567        | \$41.87            | \$41.87            |
| 208659  | 505-7201-561.22-70 | AT & T                      | ACCT 84743746842777        | \$41.87            | \$41.87            |
| 208691  | 505-7201-561.21-50 | COMMONWEALTH EDISON COMPANY | ACCT 0405097038            | \$2,615.62         | \$2,615.62         |
| 208694  | 505-7201-561.21-50 | COMMONWEALTH EDISON COMPANY | ACCT 0300013030            | \$4,099.71         | \$4,099.71         |
| 208695  | 505-7201-561.21-50 | COMMONWEALTH EDISON COMPANY | ACCT 0159027139            | \$2,323.25         | \$2,323.25         |
| 208696  | 505-7201-561.21-50 | COMMONWEALTH EDISON COMPANY | ACCT 0789016039            | \$742.64           | \$742.64           |
| 208697  | 505-7201-561.21-50 | COMMONWEALTH EDISON COMPANY | ACCT 0522082015            | \$1,018.42         | \$1,018.42         |
| 208698  | 505-7201-561.21-50 | COMMONWEALTH EDISON COMPANY | ACCT 0705092066            | \$36.99            | \$36.99            |
| 208699  | 505-7201-561.21-50 | COMMONWEALTH EDISON COMPANY | ACCT 0528113037            | \$1,325.06         | \$1,325.06         |
| 208738  | 505-7201-561.21-35 | HBK WATER METER SERVICE INC | METERS SUPPLY              | \$13,509.21        | \$13,509.21        |
|         | 505-7201-561.31-02 | HBK WATER METER SERVICE INC | METERS SUPPLY              | \$575.00           | \$27,566.64        |
|         |                    |                             | WATER SEWER SYSTEM SUPPLY  | \$8,600.00         |                    |
|         |                    |                             | WATER SEWER SYSTEM SUPPLY  | \$8,600.00         |                    |
|         |                    |                             | METERS SUPPLY              | \$740.64           |                    |
|         |                    |                             | WATER SEWER SYSTEM SUPPLY  | \$9,051.00         |                    |
| 208741  | 505-7201-561.31-05 | HELLER LUMBER CO            | HARDWARE SUPPLIES          | \$100.96           | \$100.96           |
| 208744  | 505-7201-561.21-50 | HOMEFIELD ENERGY            | ACCT 0528113037            | \$1,902.11         | \$1,902.11         |

**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                     | Description 1             | Transaction Amount | Total Trans Amount |
|---------|--------------------|---------------------------|---------------------------|--------------------|--------------------|
| 208745  | 505-7201-561.21-50 | HOMEFIELD ENERGY          | ACCT 0441087047           | \$35.21            | \$35.21            |
| 208746  | 505-7201-561.21-50 | HOMEFIELD ENERGY          | ACCT 0441087047           | \$129.76           | \$129.76           |
| 208747  | 505-7201-561.21-50 | HOMEFIELD ENERGY          | ACCT 0441087047           | \$168.63           | \$168.63           |
| 208748  | 505-7201-561.21-50 | HOMEFIELD ENERGY          | ACCT 0441087047           | \$391.65           | \$391.65           |
| 208749  | 505-7201-561.21-50 | HOMEFIELD ENERGY          | ACCT 0405097038           | \$2,454.84         | \$2,454.84         |
| 208752  | 505-7201-561.21-50 | HOMEFIELD ENERGY          | ACCT 0159027139           | \$145.35           | \$145.35           |
| 208753  | 505-7201-561.21-50 | HOMEFIELD ENERGY          | ACCT 0522082015           | \$180.02           | \$180.02           |
| 208754  | 505-7201-561.21-50 | HOMEFIELD ENERGY          | ACCT 0789016039           | \$125.12           | \$125.12           |
| 208755  | 505-7201-561.21-50 | HOMEFIELD ENERGY          | ACCT 0300013030           | \$5,047.10         | \$5,047.10         |
| 208788  | 505-7201-561.31-07 | LOWES COMMERCIAL SERVICES | WATER SEWER SYSTEM SUPPLY | \$143.64           | \$156.33           |
|         |                    |                           | HARDWARE SUPPLIES         | \$12.69            |                    |
|         | 505-7201-561.31-65 | LOWES COMMERCIAL SERVICES | HARDWARE SUPPLIES         | \$9.46             | \$9.46             |
| 208791  | 505-7201-561.22-02 | MALLEY, BOB               | CDL REIMBURSEMENT         | \$50.00            | \$50.00            |
| 208799  | 505-7201-561.31-02 | METRON FARNIER LLC        | METERS SUPPLIES           | \$2,785.87         | \$2,785.87         |
| 208803  | 505-7201-561.31-01 | MID AMERICAN WATER        | WATER SEWER SYSTEM SUPPLY | \$945.16           | \$945.16           |
| 208821  | 505-7201-561.30-05 | OFFICE DEPOT              | OFFICE SUPPLIES           | \$89.62            | \$117.15           |
|         |                    |                           | OFFICE SUPPLIES           | \$27.53            |                    |
| 208825  | 505-7201-561.21-36 | PATTEN INDUSTRIES INC     | RENTAL EQUIPMENT          | \$3,150.00         | \$3,150.00         |
| 208826  | 505-7201-561.20-05 | PDC LABORATORIES INC      | WATER SEWER SYSTEM SUPPLY | \$800.00           | \$800.00           |
| 208829  | 505-7201-561.30-35 | PETTY CASH                | SUPPLIES                  | \$46.87            | \$46.87            |
|         | 505-7201-561.31-65 | PETTY CASH                | SUPPLIES                  | \$29.99            | \$29.99            |
| 208833  | 505-7201-561.22-70 | PRECISE MRM LLC           | DATA PLAN / MONTHLY FEE   | \$382.93           | \$382.93           |

**WARRANT REGISTER - GM0002**

| Check #             | Account Number     | Payee                        | Description 1           | Transaction Amount | Total Trans Amount |
|---------------------|--------------------|------------------------------|-------------------------|--------------------|--------------------|
| 208851              | 505-7201-561.22-05 | SECURITY EQUIPMENT SUPPLY    | SUPPLIES                | \$30.00            | \$30.00            |
| 208852              | 505-7201-561.31-55 | SHERWIN ACE HARDWARE         | HARDWARE SUPPLIES       | \$19.98            | \$19.98            |
|                     | 505-7201-561.31-85 | SHERWIN ACE HARDWARE         | HARDWARE SUPPLIES       | \$24.97            | \$24.97            |
| 208858              | 505-7201-561.31-02 | STANDARD PIPE & SUPPLY INC   | HARDWARE SUPPLIES       | \$80.89            | \$80.89            |
|                     | 505-7201-561.31-55 | STANDARD PIPE & SUPPLY INC   | HARDWARE SUPPLIES       | \$67.54            | \$81.30            |
|                     |                    |                              | HARDWARE SUPPLIES       | \$13.76            |                    |
| 208862              | 505-7201-561.21-35 | TAYLOR PLUMBING              | SERVICE METER           | \$9,287.25         | \$9,287.25         |
| 208866              | 505-7201-561.31-02 | TEST GAUGE & BACKFLOW SUPPLY | BLDG MAINTENANCE SUPPLY | \$135.40           | \$135.40           |
| 208875              | 505-7201-561.31-02 | USA BLUEBOOK                 | HARDWARE SUPPLIES       | \$42.26            | \$42.26            |
| 208877              | 505-7201-561.22-70 | VERIZON WIRELESS             | ACCT 78635116200001     | \$1,488.29         | \$1,488.29         |
| 208890              | 505-7201-561.22-70 | VERIZON WIRELESS             | ACCT 58675303500001     | \$4,499.31         | \$4,499.31         |
| 208906              | 505-7201-561.31-55 | 1000BULBS.COM                | HARDWARE SUPPLIES       | \$299.30           | \$299.30           |
| 801667              | 505-7201-561.21-50 | COMMONWEALTH EDISON COMPANY  | ACCT 0368380009         | \$32.48            | \$32.48            |
| 801668              | 505-7201-561.21-50 | NICOR                        | ACCT 04055600003        | \$111.14           | \$418.67           |
|                     |                    |                              | ACCT 19278600002        | \$170.29           |                    |
|                     |                    |                              | ACCT 42567835683        | \$25.68            |                    |
|                     |                    |                              | ACCT 58544400003        | \$25.67            |                    |
|                     |                    |                              | ACCT 90920700003        | \$85.89            |                    |
| Division 1 Total    |                    |                              |                         |                    | \$90,685.56        |
| Department 72 Total |                    |                              |                         |                    | \$90,685.56        |

**WARRANT REGISTER - GM0002****Department: 73      Parking****Division: 1**

| Check #          | Account Number     | Payee                  | Description 1    | Transaction Amount | Total Trans Amount |
|------------------|--------------------|------------------------|------------------|--------------------|--------------------|
| 208871           | 235-7301-532.21-40 | UNION PACIFIC RAILROAD | LOT P QTR 3 PYMT | \$3,415.78         | \$3,415.78         |
| Division 1 Total |                    |                        |                  |                    | \$3,415.78         |

**Division: 2**

| Check #          | Account Number     | Payee                        | Description 1        | Transaction Amount | Total Trans Amount |
|------------------|--------------------|------------------------------|----------------------|--------------------|--------------------|
| 208693           | 235-7302-532.21-50 | COMMONWEALTH EDISON COMPANY  | ACCT 4874331007      | \$260.52           | \$260.52           |
| 208750           | 235-7302-532.21-50 | HOMEFIELD ENERGY             | ACCT 4874331007      | \$3,073.05         | \$3,073.05         |
| 208802           | 235-7302-532.21-02 | MID AMERICAN ELEVATOR CO INC | VAIL ELEVATOR REPAIR | \$3,200.00         | \$3,715.00         |
|                  |                    |                              | VAIL ELEVATOR REPAIR | \$515.00           |                    |
| Division 2 Total |                    |                              |                      | \$7,048.57         |                    |

**Division: 3**

| Check #          | Account Number     | Payee | Description 1    | Transaction Amount | Total Trans Amount |
|------------------|--------------------|-------|------------------|--------------------|--------------------|
| 801668           | 235-7303-532.21-50 | NICOR | ACCT 12690400002 | \$25.04            | \$25.04            |
| Division 3 Total |                    |       |                  |                    | \$25.04            |

**Division: 4**

| Check #             | Account Number     | Payee                       | Description 1    | Transaction Amount | Total Trans Amount |
|---------------------|--------------------|-----------------------------|------------------|--------------------|--------------------|
| 208690              | 235-7304-532.21-50 | COMMONWEALTH EDISON COMPANY | ACCT 0983023007  | \$97.09            | \$97.09            |
| 208751              | 235-7304-532.21-50 | HOMEFIELD ENERGY            | ACCT 0983023007  | \$711.19           | \$711.19           |
| 801668              | 235-7304-532.21-50 | NICOR                       | ACCT 92296400002 | \$85.94            | \$85.94            |
| Division 4 Total    |                    |                             |                  |                    | \$894.22           |
| Department 73 Total |                    |                             |                  |                    | \$11,383.61        |

**WARRANT REGISTER - GM0002****Department: 75      Municipal Fleet Services****Division: 1**

| Check # | Account Number     | Payee                      | Description 1          | Transaction Amount | Total Trans Amount |
|---------|--------------------|----------------------------|------------------------|--------------------|--------------------|
| 208644  | 621-7501-551.31-51 | ALEXANDER EQUIPMENT CO INC | VEH MAINTENANCE SUPPLY | \$979.50           | \$1,010.55         |
|         |                    |                            | VEH MAINTENANCE SUPPLY | \$114.95           |                    |
|         |                    |                            |                        | (\$83.90)          |                    |
| 208648  | 621-7501-551.21-36 | AMERIGAS-PALATINE          | CYLINDER RENTAL        | \$57.89            | \$57.89            |
| 208650  | 621-7501-551.31-51 | ARLINGTON HTS FORD INC     | VEH MAINTENANCE SUPPLY | \$36.80            | \$36.80            |
| 208651  | 621-7501-551.31-51 | ARLINGTON POWER EQUIPMENT  | VEH MAINTENANCE SUPPLY | (\$32.95)          | \$198.05           |
|         |                    |                            | SEAL SET AND IMPELLER  | \$231.00           |                    |
| 208661  | 621-7501-551.31-51 | AUTO TECH CENTERS INC      | VEH MAINTENANCE SUPPLY | \$1,111.54         | \$2,223.08         |
|         |                    |                            | VEH MAINTENANCE SUPPLY | \$1,111.54         |                    |
| 208662  | 621-7501-551.31-51 | AUTO ZONE                  | VEH MAINTENANCE SUPPLY | \$18.48            | \$123.07           |
|         |                    |                            | VEH MAINTENANCE SUPPLY | \$69.99            |                    |
|         |                    |                            | VEH MAINTENANCE SUPPLY | \$34.60            |                    |
| 208665  | 621-7501-551.31-51 | BATTERIES PLUS LLC         | VEH MAINTENANCE SUPPLY | \$807.70           | \$1,580.68         |
|         |                    |                            | VEH MAINTENANCE SUPPLY | \$104.16           |                    |
|         |                    |                            | VEH MAINTENANCE SUPPLY | \$235.56           |                    |
|         |                    |                            | VEH MAINTENANCE SUPPLY | \$433.26           |                    |
| 208667  | 621-7501-551.31-51 | BDI                        | VEH MAINTENANCE SUPPLY | \$190.25           | \$190.25           |
| 208672  | 621-7501-551.31-51 | BUMPER TO BUMPER           | VEH MAINTENANCE SUPPLY | \$115.38           | \$115.38           |
| 208673  | 621-7501-551.31-51 | CAR QUEST                  | VEH MAINTENANCE SUPPLY | (\$36.97)          | \$798.77           |
|         |                    |                            | VEH MAINTENANCE SUPPLY | \$52.84            |                    |
|         |                    |                            | VEH MAINTENANCE SUPPLY | \$408.00           |                    |

**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                        | Description 1          | Transaction Amount | Total Trans Amount |
|---------|--------------------|------------------------------|------------------------|--------------------|--------------------|
| 208673  | 621-7501-551.31-51 | CAR QUEST                    | VEH MAINTENANCE SUPPLY | \$102.39           | \$798.77           |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$9.97             |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$33.59            |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$150.63           |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | (\$115.18)         |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | (\$67.20)          |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$127.21           |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$12.12            |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$8.44             |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$41.72            |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$67.79            |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$3.42             |                    |
| 208674  | 621-7501-551.31-51 | CASSIDY TIRE & SERVICE       | VEH MAINTENANCE SUPPLY | \$763.22           | \$763.22           |
| 208676  | 621-7501-551.31-51 | CASTLE CHEVROLET NORTH       | VEH MAINTENANCE SUPPLY | \$55.12            | \$117.37           |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$62.25            |                    |
| 208677  | 621-7501-551.31-51 | CATCHING FLUID POWER INC     | VEH MAINTENANCE SUPPLY | \$187.68           | \$187.68           |
| 208683  | 621-7501-551.21-07 | CERTIFIED FLEET SERVICES INC | VEH MAINTENANCE SUPPLY | \$765.00           | \$3,185.00         |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$735.00           |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$550.00           |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$1,135.00         |                    |
| 208684  | 621-7501-551.31-51 | CHICAGO PARTS AND SOUND LLC  | VEH MAINTENANCE SUPPLY | \$149.94           | \$495.33           |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$144.86           |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$114.24           |                    |

**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                        | Description 1          | Transaction Amount | Total Trans Amount |
|---------|--------------------|------------------------------|------------------------|--------------------|--------------------|
| 208684  | 621-7501-551.31-51 | CHICAGO PARTS AND SOUND LLC  | VEH MAINTENANCE SUPPLY | \$49.98            | \$495.33           |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$36.31            |                    |
| 208685  | 621-7501-551.30-35 | CINTAS CORP                  | CLOTHING               | \$60.08            | \$120.15           |
|         |                    |                              | CLOTHING               | \$60.07            |                    |
| 208687  | 621-7501-551.21-02 | CITY WELDING SALES & SERVICE | VEH MAINTENANCE SUPPLY | \$162.86           | \$162.86           |
|         | 621-7501-551.31-85 | CITY WELDING SALES & SERVICE | VEH MAINTENANCE SUPPLY | \$197.05           | \$197.05           |
| 208702  | 401-7501-572.50-15 | DELL MARKETING LP            | SERVICE CONSULTING     | \$5,306.84         | \$5,306.84         |
| 208705  | 621-7501-551.31-51 | DOUGLAS TRUCK PARTS INC      | VEH MAINTENANCE SUPPLY | \$94.20            | \$94.20            |
| 208711  | 621-7501-551.31-51 | FACTORY MOTOR PARTS          | VEH MAINTENANCE SUPPLY | (\$58.71)          | \$511.29           |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$570.00           |                    |
| 208721  | 621-7501-551.21-07 | GLOBAL EMERGENCY PRODUCTS    | VEH MAINTENANCE SUPPLY | \$11,779.18        | \$11,779.18        |
| 208728  | 621-7501-551.31-51 | GRAINGER W W INC             | VEH MAINTENANCE SUPPLY | \$88.02            | \$88.02            |
| 208735  | 621-7501-551.33-05 | HARBOR FREIGHT TOOLS         | HARDWARE SUPPLIES      | \$34.99            | \$34.99            |
| 208760  | 621-7501-551.31-51 | IL RECOVERY GROUP INC        | VEH MAINTENANCE SUPPLY | \$117.45           | \$117.45           |
| 208761  | 621-7501-551.31-51 | INTERSTATE POWER SYSTEMS INC | VEH MAINTENANCE SUPPLY | \$1,026.86         | \$807.74           |
|         |                    |                              | VEH MAINTENANCE SUPPLY | \$33.26            |                    |
|         |                    |                              | VEH MAINTENANCE SUPPLY | (\$12.38)          |                    |
|         |                    |                              | CORE DEPOSIT REFUND    | (\$240.00)         |                    |
| 208778  | 621-7501-551.31-51 | LEAHY WOLF CO                | VEH MAINTENANCE SUPPLY | \$137.50           | \$137.50           |
| 208779  | 621-7501-551.31-51 | LEE AUTO PARTS               | VEH MAINTENANCE SUPPLY | \$3.98             | \$3.98             |
| 208795  | 621-7501-551.31-51 | MC MASTER CARR SUPPLY CO     | VEH MAINTENANCE SUPPLY | \$81.97            | \$81.97            |
| 208804  | 621-7501-551.31-51 | MIDWEST LUBE INC             | VEH MAINTENANCE SUPPLY | \$69.12            | \$69.12            |
| 208808  | 621-7501-551.31-51 | MONROE TRUCK EQUIPMENT       | VEH MAINTENANCE SUPPLY | \$948.50           | \$948.50           |

**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                             | Description 1          | Transaction Amount | Total Trans Amount |
|---------|--------------------|-----------------------------------|------------------------|--------------------|--------------------|
| 208810  | 621-7501-551.31-51 | MORTON GROVE AUTOMOTIVE WEST      | VEH MAINTENANCE SUPPLY | \$295.00           | \$405.00           |
|         |                    |                                   | VEH MAINTENANCE SUPPLY | \$110.00           |                    |
| 208811  | 621-7501-551.21-07 | MPC COMMUNICATIONS & LIGHTING INC | LIGHTING SUPPLIES      | \$40.00            | \$40.00            |
| 208812  | 621-7501-551.31-51 | NAPA HEIGHTS AUTOMOTIVE           | VEH MAINTENANCE SUPPLY | \$6.28             | \$48.78            |
|         |                    |                                   | VEH MAINTENANCE SUPPLY | \$13.12            |                    |
|         |                    |                                   | VEH MAINTENANCE SUPPLY | \$29.38            |                    |
| 208818  | 621-7501-551.21-07 | NORTHWEST AUTO WASH               | CAR WASHES             | \$597.70           | \$597.70           |
| 208821  | 621-7501-551.30-05 | OFFICE DEPOT                      | OFFICE SUPPLIES        | \$92.87            | \$97.87            |
|         |                    |                                   | OFFICE SUPPLIES        | \$5.00             |                    |
| 208825  | 621-7501-551.31-51 | PATTEN INDUSTRIES INC             | HARDWARE SUPPLIES      | \$8.57             | \$60.41            |
|         |                    |                                   | HARDWARE SUPPLIES      | \$51.84            |                    |
| 208829  | 621-7501-551.31-51 | PETTY CASH                        | SUPPLIES               | \$5.16             | \$5.16             |
| 208834  | 621-7501-551.31-51 | PRO SAFETY INC                    | SAFETY SUPPLIES        | \$235.00           | \$910.00           |
|         |                    |                                   | SAFETY SUPPLIES        | \$675.00           |                    |
| 208840  | 621-7501-551.31-51 | RENEWED PERFORMANCE INC           | VEH MAINTENANCE SUPPLY | \$121.00           | \$121.00           |
| 208841  | 621-7501-551.21-07 | REX RADIATOR & WELDING CO         | VEH MAINTENANCE SUPPLY | \$595.00           | \$595.00           |
| 208847  | 621-7501-551.31-51 | INTERSTATE BILLING SERVICE INC    | VEH MAINTENANCE SUPPLY | \$547.78           | \$2,245.78         |
|         |                    |                                   | VEH MAINTENANCE SUPPLY | \$547.78           |                    |
|         |                    |                                   | VEH MAINTENANCE SUPPLY | (\$106.40)         |                    |
|         |                    |                                   | VEH MAINTENANCE SUPPLY | (\$547.78)         |                    |
|         |                    |                                   | VEH MAINTENANCE SUPPLY | \$181.28           |                    |
|         |                    |                                   | VEH MAINTENANCE SUPPLY | \$69.09            |                    |
|         |                    |                                   | VEH MAINTENANCE SUPPLY | \$1,390.65         |                    |



**WARRANT REGISTER - GM0002**

| Check # | Account Number     | Payee                           | Description 1          | Transaction Amount | Total Trans Amount |
|---------|--------------------|---------------------------------|------------------------|--------------------|--------------------|
| 208847  | 621-7501-551.31-51 | INTERSTATE BILLING SERVICE INC  | VEH MAINTENANCE SUPPLY | \$161.38           | \$2,245.78         |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$2.00             |                    |
| 208854  | 621-7501-551.33-05 | SNAP ON INDUSTRIAL TOOLS        | VEH MAINTENANCE SUPPLY | \$17.40            | \$17.40            |
| 208857  | 621-7501-551.31-51 | STANDARD EQUIPMENT CO           | VEH MAINTENANCE SUPPLY | \$1,721.46         | \$2,197.97         |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$588.92           |                    |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$205.21           |                    |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | (\$351.84)         |                    |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$34.22            |                    |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | (\$324.97)         |                    |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$324.97           |                    |
| 208864  | 621-7501-551.31-51 | TERMINAL SUPPLY CO              | VEH MAINTENANCE SUPPLY | \$384.72           | \$721.90           |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$81.20            |                    |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$88.54            |                    |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$167.44           |                    |
| 208865  | 621-7501-551.31-51 | TESSCO TECHNOLOGIES INC         | VEH MAINTENANCE SUPPLY | \$40.52            | \$131.36           |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$90.84            |                    |
| 208870  | 621-7501-551.21-07 | ULTRA STROBE COMMUNICATIONS INC | VEH MAINTENANCE SUPPLY | \$700.00           | \$3,300.00         |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$2,600.00         |                    |
| 208872  | 621-7501-551.21-07 | UNIVERSAL HYDRAULIC SERVICES    | VEH MAINTENANCE SUPPLY | \$345.00           | \$345.00           |
| 208897  | 621-7501-551.31-51 | WEST SIDE TRACTOR SALES CO      | VEH MAINTENANCE SUPPLY | \$70.83            | \$70.83            |
| 208902  | 621-7501-551.31-51 | ZEIGLER OF SCHAUMBURG           | VEH MAINTENANCE SUPPLY | \$2.78             | \$64.26            |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$30.74            |                    |
|         |                    |                                 | VEH MAINTENANCE SUPPLY | \$30.74            |                    |

**WARRANT REGISTER - GM0002**

| Check<br># | Account Number | Payee | Description 1 | Transaction<br>Amount | Total Trans<br>Amount |
|------------|----------------|-------|---------------|-----------------------|-----------------------|
|            |                |       |               |                       |                       |
|            |                |       |               | Division 1 Total      | \$43,519.38           |
|            |                |       |               | Department 75 Total   | \$43,519.38           |

**WARRANT REGISTER - GM0002****Department: 90      Capital****Division: 1**

| Check #          | Account Number     | Payee                    | Description 1      | Transaction Amount | Total Trans Amount |
|------------------|--------------------|--------------------------|--------------------|--------------------|--------------------|
| 208843           | 505-9001-571.50-25 | ROBINSON ENGINEERING LTD | SERVICE CONSULTING | \$4,150.25         | \$4,150.25         |
| Division 1 Total |                    |                          |                    |                    | \$4,150.25         |

**Division: 13**

| Check #             | Account Number     | Payee              | Description 1          | Transaction Amount | Total Trans Amount |
|---------------------|--------------------|--------------------|------------------------|--------------------|--------------------|
| 208842              | 431-9013-571.50-25 | RILEY CONSTRUCTION | SERVICE CONSTRUCTION   | \$33,106.10        | \$1,268,191.19     |
|                     |                    |                    | SERVICE CONSULTING     | \$19,563.16        |                    |
|                     |                    |                    | SERVICE CONSTRUCTION   | \$493,166.59       |                    |
|                     |                    |                    | SERVICE CONSULTING     | \$1,077.30         |                    |
|                     |                    |                    | SERVICE CONSTRUCTION   | \$721,278.04       |                    |
| 208901              | 431-9013-571.50-25 | YPI ARLINGTON LLC  | RENTAL/LEASE EQUIPMENT | \$21,896.88        | \$21,896.88        |
| Division 13 Total   |                    |                    |                        |                    | \$1,290,088.07     |
| Department 90 Total |                    |                    |                        |                    | \$1,294,238.32     |

**WARRANT REGISTER - GM0002****Department: 99      Non Operating****Division: 1**

| Check #             | Account Number     | Payee                            | Description 1           | Transaction Amount | Total Trans Amount |
|---------------------|--------------------|----------------------------------|-------------------------|--------------------|--------------------|
| 208800              | 515-9901-525.40-83 | METROPOLIS COMMERCIAL CONDO ASSN | CAM CHARGE              | \$5,776.54         | \$5,776.54         |
|                     | 515-9901-525.40-92 | METROPOLIS COMMERCIAL CONDO ASSN | BUILDING RESERVE CHARGE | \$1,199.90         | \$1,199.90         |
| Division 1 Total    |                    |                                  |                         |                    | \$6,976.44         |
| Department 99 Total |                    |                                  |                         |                    | \$6,976.44         |
| TOTAL ALL FUNDS:    |                    |                                  |                         |                    | \$2,839,187.35     |



**Item:** World Polio Day Proclamation

**Department:** Village Manager's Office

World Polio Day Proclamation

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**Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

**ATTACHMENTS:**

**Description**

World Polio Day Proclamation

**Type**

Presentation

## ARLINGTON HEIGHTS PROCLAMATION

### World Polio Day – October 24, 2017

**WHEREAS**, the Rotary Club of Arlington Heights is a member of Rotary International the world's first, and still one of its largest non-profit organizations founded in Chicago, Illinois in 1905; and

**WHEREAS**, the Rotary motto "Service Above Self" inspires members to provide humanitarian service, encourage high ethical standards, and promote good will and peace in the world; and

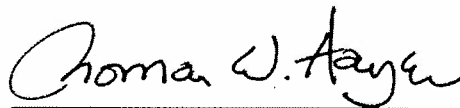
**WHEREAS**, Rotary in 1985 launched PolioPlus and spearheaded the Global Polio Eradication Initiative, which today includes the World Health Organization, U. S. Centers for Disease Control and Prevention, UNICEF and the Bill & Melinda Gates Foundation, to immunize all the children of the world against polio; and

**WHEREAS**, polio cases have dropped over 99.9 percent since 1988, and the world now stands on the threshold of eradicating this dread disease and thereby eliminating the threat of polio-caused paralysis to every child in the world; and

**WHEREAS**, members of the Rotary Club of Arlington Heights continue to contribute their time and their resources to support PolioPlus and the Global Polio Eradication Initiative; and

**WHEREAS**, their efforts are providing much needed operational support, medical personnel, laboratory equipment and educational materials for health workers and parents.

**NOW, THEREFORE**, I, Thomas W. Hayes, Mayor of Arlington Heights, along with the Arlington Heights Village Board of Trustees, do hereby proclaim October 24, 2017 as World Polio Day in Arlington Heights and do hereby encourage all residents to join the Rotarians of our local club in the fight for a polio-free world.



Thomas W. Hayes, Mayor

Trustee Richard Baldino  
Trustee Carol Blackwood  
Trustee Thomas Glasgow  
Trustee Robin LaBedz

Trustee Bert Rosenberg  
Trustee John Scaletta  
Trustee Michael J. Sidor  
Trustee Jim Tinaglia





**Item:** Report of the Committee-of-the-Whole Meeting of October 16, 2017 - Consideration of a Liquor License

**Department:** Village Manager's Office

Report of the Committee-of-the-Whole Meeting of October 16, 2017

Consideration of recommending to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor License to Baapji, Inc., dba Arlington Food & Liquor located at 401 S. Arlington Heights Road, upon surrender of the current license issued to this address. Prior to receiving the license, the applicant must provide a copy of an executed lease for the location.

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### **Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



**Item:** Proposed Ambulance Fee Increase

**Department:** Fire and Finance Departments

At the October 2, 2017 Board Meeting, Staff proposed that the Village's ambulance transport fee be increased. The increase was proposed in order to bring the Village's ambulance fees more in line with average municipal rates. The fee increase would also mitigate a budget gap caused by the State's recent fiscal actions which resulted in a reduction in the Village's revenue stream of over \$900,000. At that meeting, there were a number of questions posed by the Trustees which Staff will attempt to address in this report. These questions included a clarification of whether such an increase would affect Arlington Heights insurance rates, a request to estimate the cost of providing ambulance services, an outline of efforts that could be taken for non-resident financial hardships, and consideration of reducing the proposed fee amount.

#### **Arlington Heights Insurance Rates**

Staff spoke with John Herr who is the Regional Vice President for Hub International, the Village's Health Insurance Broker. Mr. Herr used to be employed by Blue Cross/Blue Shield of Illinois as well. He indicated that an increase in ambulance fees would not impact the insurance rates of Arlington Heights residents. He said that insurers set a maximum claims allowance for every procedure type by CPT code, and that rates are based on the assumption that every health care provider will charge the maximum allowance for each of their services. The current maximum allowance for ambulance calls for most insurers is a bit higher than what is currently being charged by private ambulance services (\$2,300 to \$3,000).

#### **Estimated Cost of Ambulance Transport Services**

While it is difficult to pull the cost of each ambulance transport out of the cost of running a Fire Department, we do know that the costs for running a Fire Department with EMS services are on the rise. We have increased Advanced Life Support services by training more of our Firefighters as Paramedics, we have spent over \$200,000 in stretcher loading systems that are safer for patients and reduce Firefighter injuries, and we continue to find ways to improve response times to all corners of the Village. With the recent addition of facilities like Autumn Leaves, Waverly Inn Memory Care, and Transitional Care, and expansions at the Lutheran Home and the Moorings, calls and costs will continue to rise.

We have always been proud that we are one of the most efficient fire departments in the northwest suburbs. We are proud of the services we provide and the way we provide them. What we are asking for is an increase in our ambulance fees that will help the Village continue to fund the Fire Department in a way that will allow us to continue providing the best fire and ambulance services to the community.

We have taken a hard look at industry trends, and it appears that \$1,500 is a fair price for the emergency medical services we provide. It is in line with what other fire departments charge, and \$1,500 is less than what private ambulances (who can schedule their services, or choose not to accept calls) often charge.

| ANDRES<br>CLIENT<br>RATES | NON-RESIDENT |          |          |         | RESIDENT |          |          |         |
|---------------------------|--------------|----------|----------|---------|----------|----------|----------|---------|
|                           | BLS          | ALS      | ALS 2    | MILEAGE | BLS      | ALS      | ALS 2    | MILEAGE |
| ARLINGTON                 | 1,500.00     | 1,500.00 | 1,500.00 | 0.00    | 1,500.00 | 1,500.00 | 1,500.00 | 0.00    |



|                           |            |            |            |         |                |            |            |         |
|---------------------------|------------|------------|------------|---------|----------------|------------|------------|---------|
| HEIGHTS' RATES*           | \$600.00   | \$600.00   | \$650.00   | 0       | \$400.00       | \$400.00   | \$450.00   | 0       |
| MUNICIPAL AVERAGE         | \$1,136.69 | \$1,375.03 | \$1,538.10 | \$18.57 | \$966.00       | \$1,170.48 | \$1,324.94 | \$17.94 |
| PRIVATE AMBULANCE AVERAGE | \$1,350.00 | \$2,023.33 | \$2,347.17 | \$49.33 | NOT APPLICABLE |            |            |         |

\*Ambulance billing generated \$1.7 million in revenue in 2016.

One way to estimate the "cost" to provide ambulance transport services is by calculating what private ambulance providers charge, less a profit margin. Private ambulance providers generally do not answer calls for emergency services, and as a result the average pay for a private service Paramedic level is substantially lower than a trained municipal Paramedic. Even with these differences, the average ALS2 transport fee is \$2,347. If a private ambulance company's profit margin of 15% or 20% is taken out, the net cost for ALS2 transport services comes to around \$1,900 to \$2,000.

Another way to estimate the cost for Arlington Heights to provide ambulance services is as follows:

\$22,440,000                      FY2018 Proposed Fire Department Budget

|                     |                                          |
|---------------------|------------------------------------------|
|                     | Less;                                    |
| (175,000)           | Public Training Salaries and Wages       |
| (55,400)            | Special Detail                           |
| (48,200)            | Equipment Maintenance                    |
| (12,700)            | Firefighter Training                     |
| (3,000)             | Training                                 |
| (538,000)           | Vehicle Lease Charge (60% Fire Vehicles) |
| (31,300)            | Petroleum Products (50% Fire Vehicles)   |
| (68,500)            | Small Tools                              |
| (2,500)             | Books                                    |
| (5,600)             | Public Education Materials               |
| <u>\$21,499,800</u> | <u>Net Budget, Less Fire Costs</u>       |

\$21,499,800 divided by 10,000 service calls equals about \$2,150 per call. This includes all calls for service. Of this amount, only about 5,200 calls result in an actual ambulance transport.

### **Reduced Net Cost to Village Residents/ Non-Resident Financial Hardships**

While \$1,500 is a substantial increase, we are also proposing a change in the way we charge our residents. We acknowledge that the taxpayers of Arlington Heights already contribute toward fire and emergency services, therefore, the Village will not charge Arlington Heights residents for any out-of-pocket expenses such as deductibles or co-pays. The Village will accept insurance and Medicare or Medicaid as full payments for residents with an Arlington Heights address. No action is required for a resident to benefit from this policy. This would reduce to zero the out-of-pocket costs for Arlington Heights' residents.

Non-residents would be expected to pay the full fee, however, the Fire Department will continue to take a compassionate approach toward collection of those fees by using one of the many need-based protocols:

- Hardships and write-offs - When patients call to ask to have a bill waived, there are several options available to them, and these rules can be established through our billing agency.
  - o Medicare and Medicaid set maximum billable rates for ambulance transports. Any amounts billed over the limits are automatic write-downs that the patient will not have to pay. Non-resident patients or their supplemental insurance carriers may be billed for their portion of the maximum.

for each person on the maximum.

Example: A healthcare provider bills \$1,500, but the Medicare maximum is \$450. If the patient's Medicare plan is 80/20, the provider would collect 80% of the \$450 and can only balance bill 20% of \$450 to the patient or the patient's supplemental insurance carrier.

- o Hardship – If a patient is claiming hardship the patient is currently turned over to the Emergency Assistance Program in Arlington Heights. No action is taken on the bill until the billing company hears back from us.
- o Hospital Hardship Letters - If patients provide a letter from the hospital they were transported to, stating they meet specific hardship criteria, we will provide the same discounts or write-offs as the hospital on their ambulance bill.
- o Pre-Collection Review - If a bill goes unpaid, it may be sent to us for review prior to going to collections. No action will be taken by the billing company unless directed by us.
- o Uncollectible – We may opt to not send bills to collections. This is currently only done for homeless patients.

In regard to past collection actions during 2016, 447 resident accounts were sent to collections with gross charges of \$179,000. During that same time period 252 non-resident accounts with gross charges of \$151,000 were sent to collections. It should be noted that gross charges don't reflect actual cash received from collection attempts. According to Andres Billing Services, actual cash receipts come to about 10% of the gross charges. Under the new proposed system, resident accounts would no longer be sent to collections as there would be no out-of-pocket costs. Non-residents would follow the revised financial hardship approach shown above.

As we have said, we are extremely proud of our reputation and of the services we provide. The

Village has traditionally funded EMS Services with typical general fund revenues and a modest amount of ambulance fees. However the service and economic landscape are changing. Funding from the State of Illinois, which we have relied upon for funding services such as EMS, has been reduced. At the same time, the cost of providing EMS services has been rising, as has the demand from residents. Given these trends, we believe an increase in ambulance fees to \$1,500 and charging for mileage is fair and justified. This is a reduction from Staff's previous recommendation to increase ambulance transport fees to \$1,800. The Fire Department's annual operating budget is almost \$22,000,000. Raising the ambulance fee to \$1,500 is anticipated to add \$960,000 to the \$1.7 million that we currently collect. Increasing the user fee is a way to shift a fraction of the cost off all the taxpayers and to require the users of the service to assume a fair and reasonable share of the cost.

### **Recommendation:**

Staff recommends that the Village increase its ambulance transport fee to \$1,500, add a mileage charge of \$12 per mile, and waive deductibles, co-payments, mileage, or any other associated costs for Village residents. This change would be effective for all ambulance services provided as of January 1, 2018.

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### **Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

**ATTACHMENTS:**

| Description                                     | Type     |
|-------------------------------------------------|----------|
| Andres Medical Billing Client Rates             | Exhibits |
| Andres Medical Billing Ambulance Billing Review | Exhibits |

## CLIENT EMS RATES

Last Updated: 9/26/17 MJC

|                                | NON-RESIDENT |             |             |          |  | RESIDENT    |             |             |          |  |
|--------------------------------|--------------|-------------|-------------|----------|--|-------------|-------------|-------------|----------|--|
| Department/Organization        | ALS          | ALS2        | BLS         | Mileage  |  | ALS         | ALS2        | BLS         | Mileage  |  |
| Addison FPD                    | \$ 1,650.00  | \$ 2,100.00 | \$ 1,275.00 | \$ 16.00 |  | \$ 1,650.00 | \$ 2,100.00 | \$ 1,275.00 | \$ 16.00 |  |
| Algonquin-Lake in the Hills FD | \$ 1,100.00  | \$ 1,200.00 | \$ 900.00   | \$ 16.00 |  | \$ 900.00   | \$ 1,000.00 | \$ 700.00   | \$ 16.00 |  |
| Almira                         | \$ 1,000.00  | \$ 1,100.00 | \$ 700.00   | \$ 25.00 |  | \$ 1,000.00 | \$ 1,100.00 | \$ 700.00   | \$ 25.00 |  |
| Alton                          | \$ 750.00    | \$ 800.00   | \$ 500.00   | \$ 15.00 |  | \$ 750.00   | \$ 800.00   | \$ 500.00   | \$ 15.00 |  |
| Amery                          | \$ 1,569.75  | \$ 1,779.75 | \$ 1,359.75 | \$ 22.00 |  | \$ 1,464.75 | \$ 1,674.75 | \$ 1,254.75 | \$ 21.00 |  |
| Arlington Heights FD           | \$ 600.00    | \$ 650.00   | \$ 600.00   | \$ -     |  | \$ 400.00   | \$ 450.00   | \$ 400.00   | \$ -     |  |
| Arivaca FD                     | \$ 1,123.10  | \$ 1,123.10 | \$ 1,123.10 | \$ 10.97 |  | \$ 1,123.10 | \$ 1,123.10 | \$ 1,123.10 | \$ 10.97 |  |
| Aurora City of                 | \$ 1,107.03  | \$ 1,270.43 | \$ 899.12   | \$ 7.29  |  | \$ 447.38   | \$ 647.53   | \$ 376.74   | \$ 7.29  |  |
| Barrington FD                  | \$ 830.00    | \$ 975.00   | \$ 715.00   | \$ 13.00 |  | \$ 625.00   | \$ 750.00   | \$ 520.00   | \$ 11.00 |  |
| Barrington Countryside         | \$ 1,100.00  | \$ 1,100.00 | \$ 1,100.00 | \$ 12.00 |  | \$ 1,000.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 12.00 |  |
| Bedford Park                   | \$ 1,100.00  | \$ 1,400.00 | \$ 750.00   | \$ 15.00 |  | \$ 800.00   | \$ 1,000.00 | \$ 600.00   | \$ 15.00 |  |
| Beecher FPD                    | \$ 1,250.00  | \$ 1,500.00 | \$ 1,100.00 | \$ 15.00 |  | \$ 1,250.00 | \$ 1,500.00 | \$ 1,100.00 | \$ 15.00 |  |
| Beloit City of                 | \$ 1,307.00  | \$ 1,428.00 | \$ 758.00   | \$ 16.00 |  | \$ 1,064.00 | \$ 1,163.00 | \$ 653.00   | \$ 16.00 |  |
| Bensenville FPD                | \$ 2,600.00  | \$ 2,600.00 | \$ 2,600.00 | \$ 16.00 |  | \$ 1,800.00 | \$ 1,800.00 | \$ 1,800.00 | \$ 16.00 |  |
| Bethany FPD                    | \$ 700.00    | \$ 700.00   | \$ 500.00   | \$ 7.34  |  | \$ 600.00   | \$ 600.00   | \$ 400.00   | \$ 7.34  |  |
| Big Rock VFD                   | \$ 1,025.64  | \$ 1,216.06 | \$ 958.44   | \$ 7.27  |  | \$ 825.64   | \$ 1,016.06 | \$ 758.44   | \$ 7.27  |  |
| Blair                          | \$ 1,000.00  | \$ 1,100.00 | \$ 700.00   | \$ 25.00 |  | \$ 1,000.00 | \$ 1,100.00 | \$ 700.00   | \$ 25.00 |  |
| Bloomfield-Genoa City          | \$ 800.00    | \$ 925.00   | \$ 650.00   | \$ 15.00 |  | \$ 675.00   | \$ 800.00   | \$ 550.00   | \$ 15.00 |  |
| Bloomington FPD                | \$ 1,200.00  | \$ 1,700.00 | \$ 850.00   | \$ 15.00 |  | \$ 850.00   | \$ 1,100.00 | \$ 650.00   | \$ 13.00 |  |
| Bourbonnais FD                 | \$ 900.00    | \$ 1,260.00 | \$ 810.00   | \$ 10.00 |  | \$ 500.00   | \$ 708.00   | \$ 438.00   | \$ 7.09  |  |
| Boyceville Community           | \$ 1,200.00  |             | \$ 1,000.00 | \$ 18.00 |  | \$ 1,200.00 |             | \$ 1,000.00 | \$ 18.00 |  |
| Braceville FPD                 | \$ -         | \$ -        | \$ 1,250.00 | \$ 16.00 |  | \$ -        | \$ -        | \$ 1,000.00 | \$ 16.00 |  |
| Bradley FD                     | \$ 1,000.00  | \$ 1,100.00 | \$ 900.00   | \$ 10.00 |  | \$ 800.00   | \$ 900.00   | \$ 700.00   | \$ 10.00 |  |
| Braidwood FPD                  | \$ 1,500.00  | \$ 1,800.00 | \$ 1,200.00 | \$ 17.50 |  | \$ 1,400.00 | \$ 1,400.00 | \$ 1,000.00 | \$ 15.00 |  |
| Bristol Fire and Rescue        | \$ 900.00    | \$ 950.00   | \$ 800.00   | \$ 14.50 |  | \$ 650.00   | \$ 800.00   | \$ 550.00   | \$ 14.50 |  |
| Buckley                        | \$ 1,100.00  | \$ 1,100.00 | \$ 1,100.00 | \$ 25.00 |  | \$ 1,100.00 | \$ 1,100.00 | \$ 1,100.00 | \$ 25.00 |  |
| Burbank FPD                    | \$ 1,650.00  | \$ 2,100.00 | \$ 1,275.00 | \$ 16.00 |  | \$ 1,500.00 | \$ 1,900.00 | \$ 1,150.00 | \$ 16.00 |  |
| Calumet City FD                | \$ 800.00    | \$ 800.00   | \$ 700.00   | \$ 7.00  |  | \$ 800.00   | \$ 800.00   | \$ 700.00   | \$ 7.00  |  |
| Calumet Park                   | \$ 900.00    | \$ 1,000.00 | \$ 700.00   | \$ 15.00 |  | \$ 800.00   | \$ 900.00   | \$ 600.00   | \$ 15.00 |  |
| Carol Stream FD                | \$ 1,200.00  | \$ 1,400.00 | \$ 800.00   | \$ 16.00 |  | \$ 1,200.00 | \$ 1,400.00 | \$ 800.00   | \$ 16.00 |  |
| Carpentersville                | \$ 1,650.00  | \$ 2,100.00 | \$ 1,275.00 | \$ 16.00 |  | \$ 1,100.00 | \$ 1,375.00 | \$ 850.00   | \$ 16.00 |  |
| Cary FPD                       | \$ 600.00    | \$ 600.00   | \$ 500.00   | \$ 10.00 |  | \$ -        | \$ -        | \$ -        | \$ -     |  |
| Central Cass FPD               | \$ 1,200.00  | \$ 1,200.00 | \$ 1,000.00 | \$ 16.00 |  | \$ 1,000.00 | \$ 1,000.00 | \$ 800.00   | \$ 16.00 |  |
| Channahon FPD                  | \$ 1,800.00  | \$ 1,800.00 | \$ 1,800.00 | \$ 17.50 |  | \$ 1,800.00 | \$ 1,800.00 | \$ 1,800.00 | \$ 17.50 |  |
| Chatham FPD                    | \$ 976.57    | \$ 1,070.99 | \$ 892.76   | \$ 13.12 |  | \$ 459.91   | \$ 556.70   | \$ 351.70   | \$ 13.12 |  |
| Chetek Area Ambulance Service  | \$ 950.00    | \$ 1,000.00 | \$ 650.00   | \$ 15.00 |  | \$ 950.00   | \$ 1,000.00 | \$ 650.00   | \$ 15.00 |  |
| Cherokee County                | \$ 500.00    | \$ 700.00   | \$ 400.00   | \$ 12.50 |  | \$ 500.00   | \$ 700.00   | \$ 400.00   | \$ 12.50 |  |
| Claycomo Fire Department       | \$ 810.00    | \$ 950.00   | \$ 650.00   | \$ 10.41 |  | \$ 810.00   | \$ 950.00   | \$ 650.00   | \$ 10.41 |  |
| Clayton County Board of Comm   | \$ 1,100.00  | \$ 1,500.00 | \$ 800.00   | \$ 15.00 |  | \$ 1,100.00 | \$ 1,500.00 | \$ 800.00   | \$ 15.00 |  |
| Clear Lake Ambulance Service   | \$ 1,500.00  | \$ 1,700.00 | \$ 1,300.00 | \$ 21.00 |  | \$ 1,250.00 | \$ 1,500.00 | \$ 1,050.00 | \$ 19.00 |  |

|                              | NON-RESIDENT |             |             |          |  | RESIDENT    |             |             |          |  |
|------------------------------|--------------|-------------|-------------|----------|--|-------------|-------------|-------------|----------|--|
| Department/Organization      | ALS          | ALS2        | BLS         | Mileage  |  | ALS         | ALS2        | BLS         | Mileage  |  |
| Collinsville                 | \$ 1,088.88  | \$ 1,241.42 | \$ 880.62   | \$ 14.26 |  | \$ 898.54   | \$ 1,044.26 | \$ 719.95   | \$ 13.66 |  |
| Columbia                     | \$ 962.00    | \$ 1,069.00 | \$ 792.00   | \$ 9.79  |  | \$ 862.00   | \$ 969.00   | \$ 692.00   | \$ 9.79  |  |
| Countryside FPD              | \$ 940.09    | \$ 1,136.98 | \$ 870.60   | \$ 7.24  |  | \$ 540.09   | \$ 736.98   | \$ 470.60   | \$ 7.24  |  |
| County of Portage            | \$ 975.00    | \$ 1,075.00 | \$ 825.00   | \$ 20.00 |  | \$ 825.00   | \$ 875.00   | \$ 675.00   | \$ 20.00 |  |
| Crescent-Iroquois EMS & AMB  | \$ 1,250.00  | \$ -        | \$ 1,050.00 | \$ 21.00 |  | \$ 1,050.00 | \$ -        | \$ 900.00   | \$ 21.00 |  |
| Crete FD                     | \$ 1,100.00  | \$ 1,300.00 | \$ 900.00   | \$ 15.00 |  | \$ 900.00   | \$ 1,100.00 | \$ 700.00   | \$ 15.00 |  |
| Crete Township FPD           | \$ 1,500.00  | \$ 1,800.00 | \$ 1,200.00 | \$ 17.50 |  | \$ 1,400.00 | \$ 1,400.00 | \$ 1,000.00 | \$ 17.50 |  |
| Crystal Lake                 | \$ 904.90    | \$ 1,052.84 | \$ 809.14   | \$ 10.63 |  | \$ 504.90   | \$ 652.84   | \$ 409.14   | \$ 8.68  |  |
| DeKalb                       | \$ 1,035.20  | \$ 1,202.55 | \$ 833.22   | \$ 14.62 |  | \$ 822.09   | \$ 971.31   | \$ 656.24   | \$ 13.41 |  |
| Dekalb Clinton Ambulance     | \$ 500.00    | \$ 700.00   | \$ 400.00   | \$ 10.75 |  | \$ 500.00   | \$ 700.00   | \$ 400.00   | \$ 10.75 |  |
| Delafield                    | \$ 775.00    | \$ 775.00   | \$ 575.00   | \$ 16.00 |  | \$ 650.00   | \$ 650.00   | \$ 450.00   | \$ 16.00 |  |
| Des Plaines                  | \$ 1,025.00  | \$ 1,175.00 | \$ 825.00   | \$ 15.00 |  | \$ 800.00   | \$ 950.00   | \$ 650.00   | \$ 15.00 |  |
| Downers Grove                | \$ 898.00    | \$ 956.00   | \$ 655.00   | \$ 10.00 |  | \$ 718.00   | \$ 776.00   | \$ 539.00   | \$ 10.00 |  |
| Dwight                       | \$ 900.00    | \$ 1,050.00 | \$ 800.00   | \$ 15.00 |  | \$ 750.00   | \$ 900.00   | \$ 650.00   | \$ 15.00 |  |
| Eagle Fire                   | \$ 1,100.00  | \$ 1,200.00 | \$ 950.00   | \$ 12.00 |  | \$ 900.00   | \$ 1,000.00 | \$ 750.00   | \$ 12.00 |  |
| East Dundee & Countryside FD | \$ 1,250.00  | \$ 1,350.00 | \$ 950.00   | \$ 10.00 |  | \$ 1,050.00 | \$ 1,250.00 | \$ 750.00   | \$ 10.00 |  |
| East Joliet FPD              | \$ 1,400.00  | \$ 1,600.00 | \$ 1,200.00 | \$ 30.00 |  | \$ 1,400.00 | \$ 1,600.00 | \$ 1,200.00 | \$ 30.00 |  |
| East Peoria FD               | \$ 950.00    | \$ 1,075.00 | \$ 850.00   | \$ 12.50 |  | \$ 751.00   | \$ 854.70   | \$ 647.50   | \$ 12.50 |  |
| East Troy Area               | \$ 1,000.00  | \$ 1,100.00 | \$ 850.00   | \$ 15.08 |  | \$ 900.00   | \$ 1,000.00 | \$ 750.00   | \$ 15.08 |  |
| Elburn Ambulance Service     | \$ 1,200.00  | \$ 1,300.00 | \$ 1,000.00 | \$ 15.00 |  | \$ 900.00   | \$ 1,000.00 | \$ 800.00   | \$ 12.00 |  |
| Elgin FD                     | \$ 900.00    | \$ 1,135.00 | \$ 692.75   | \$ 10.00 |  | \$ 525.75   | \$ 760.00   | \$ 442.75   | \$ 10.00 |  |
| Elk Grove Rural              | \$ 900.00    | \$ 1,100.00 | \$ 700.00   | \$ 11.00 |  | \$ 700.00   | \$ 900.00   | \$ 550.00   | \$ 11.00 |  |
| Elk Grove Village FD         | \$ 957.00    | \$ 1,262.00 | \$ 846.00   | \$ 13.86 |  | \$ 680.00   | \$ 976.00   | \$ 567.00   | \$ 8.74  |  |
| Elmwood                      |              |             | \$ 760.00   | \$ 13.00 |  |             |             | \$ 660.00   | \$ 12.00 |  |
| Evanston FD                  | \$ 750.00    | \$ 900.00   | \$ 700.00   | \$ 10.00 |  | \$ 579.00   | \$ 771.00   | \$ 512.00   | \$ 10.00 |  |
| Fairview Volunteer FD        | \$ 925.00    | \$ 1,000.00 | \$ 725.00   | \$ 15.00 |  | \$ 725.00   | \$ 800.00   | \$ 525.00   | \$ 15.00 |  |
| Farina                       | \$ 455.00    | \$ 455.00   | \$ 305.00   | \$ 8.50  |  | \$ 455.00   | \$ 455.00   | \$ 305.00   | \$ 8.50  |  |
| Fife Lake Area Emergency     | \$ 1,150.00  | \$ 1,150.00 | \$ 900.00   | \$ 25.00 |  | \$ 1,150.00 | \$ 1,150.00 | \$ 900.00   | \$ 25.00 |  |
| Flossmoor                    | \$ 1,300.00  | \$ 1,500.00 | \$ 1,100.00 | \$ 10.00 |  | \$ 1,300.00 | \$ 1,500.00 | \$ 1,100.00 | \$ 10.00 |  |
| Fort Osage FPD               | \$ 1,150.00  | \$ 1,400.00 | \$ 1,150.00 | \$ 18.00 |  | \$ 1,150.00 | \$ 1,400.00 | \$ 1,150.00 | \$ 18.00 |  |
| Fox River Grove FD           | \$ 1,000.00  | \$ 1,000.00 | \$ 1,000.00 | \$ 12.00 |  | \$ 1,000.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 12.00 |  |
| Frankfort FPD                | \$ 1,200.00  | \$ 1,300.00 | \$ 1,000.00 | \$ 15.00 |  | \$ 900.00   | \$ 900.00   | \$ 700.00   | \$ 15.00 |  |
| Franklin Grove FPD           | \$ -         | \$ -        | \$ 400.00   | \$ 7.00  |  | \$ -        | \$ -        | \$ 300.00   | \$ 7.00  |  |
| Freeport                     | \$ 926.40    | \$ 1,117.17 | \$ 859.08   | \$ 11.02 |  | \$ 726.40   | \$ 917.17   | \$ 659.08   | \$ 11.02 |  |
| Fulton FPD                   | \$ 650.00    | \$ 800.00   | \$ 475.00   | \$ 7.34  |  | \$ 600.00   | \$ 675.00   | \$ 450.00   | \$ 7.34  |  |
| Garden Valley FPD            | \$ 1,150.00  | \$ 1,150.00 | \$ 850.00   | \$ 15.00 |  | \$ 1,150.00 | \$ 1,150.00 | \$ 850.00   | \$ 15.00 |  |
| Gardner FPD                  | \$ 1,500.00  | \$ 1,800.00 | \$ 1,250.00 | \$ 35.00 |  | \$ 1,500.00 | \$ 1,800.00 | \$ 1,250.00 | \$ 35.00 |  |
| Glen Carbon FPD              | \$ 700.00    | \$ 800.00   | \$ 500.00   | \$ 7.00  |  | \$ 400.00   | \$ 400.00   | \$ 350.00   | \$ 7.00  |  |
| Gordon Wascott EMS           | \$ 1,050.00  | \$ -        | \$ 850.00   | \$ 20.00 |  | \$ 950.00   | \$ -        | \$ 750.00   | \$ 20.00 |  |
| Grandview                    | \$ 950.00    | \$ 950.00   | \$ 950.00   | \$ 12.00 |  | \$ 800.00   | \$ 800.00   | \$ 800.00   | \$ 12.00 |  |
| Granger                      | \$ 688.00    | \$ 985.00   | \$ 580.00   | \$ 13.00 |  | \$ 688.00   | \$ 985.00   | \$ 580.00   | \$ 13.00 |  |
| Granite City                 | \$ 875.00    | \$ 1,000.00 | \$ 625.00   | \$ 10.50 |  | \$ 587.00   | \$ 850.00   | \$ 495.00   | \$ 10.50 |  |
| Grant Park FPD               | \$ 1,100.00  | \$ 1,200.00 | \$ 900.00   | \$ 12.50 |  | \$ 600.00   | \$ 700.00   | \$ 600.00   | \$ 10.50 |  |

|                               | NON-RESIDENT |             |             |          |  | RESIDENT    |             |             |          |  |
|-------------------------------|--------------|-------------|-------------|----------|--|-------------|-------------|-------------|----------|--|
| Department/Organization       | ALS          | ALS2        | BLS         | Mileage  |  | ALS         | ALS2        | BLS         | Mileage  |  |
| Green Lake                    | \$ 1,000.00  | \$ 1,100.00 | \$ 700.00   | \$ 25.00 |  | -           | -           | -           | -        |  |
| Grimes Fire and Rescue        | \$ 672.00    | \$ 972.00   | \$ 565.00   | \$ 12.00 |  | \$ 672.00   | \$ 972.00   | \$ 565.00   | \$ 12.00 |  |
| Hall County                   | \$ 775.00    | \$ 775.00   | \$ 775.00   | \$ 12.00 |  | \$ 775.00   | \$ 775.00   | \$ 775.00   | \$ 12.00 |  |
| Hanover Park                  | \$ 900.00    | \$ 1,200.00 | \$ 800.00   | \$ 12.00 |  | \$ 900.00   | \$ 1,200.00 | \$ 800.00   | \$ 12.00 |  |
| Harlem Roscoe FPD             | \$ 900.00    | \$ 900.00   | \$ 900.00   | \$ 10.00 |  | -           | -           | -           | -        |  |
| Harre Hamilton County Amb.    | \$ 800.00    | \$ 800.00   | \$ 500.00   | \$ 8.25  |  | \$ 800.00   | \$ 800.00   | \$ 500.00   | \$ 8.25  |  |
| Hazel Crest                   | \$ 700.00    | \$ 700.00   | \$ 500.00   | \$ -     |  | \$ 429.05   | \$ 589.07   | \$ 361.31   | \$ -     |  |
| Hebron-Alden-Greenwood FD     | \$ 800.00    | \$ 900.00   | \$ 700.00   | \$ 11.00 |  | \$ 700.00   | \$ 800.00   | \$ 600.00   | \$ 11.00 |  |
| Hickory Nut Gorge             | \$ 925.00    | \$ 1,000.00 | \$ 725.00   | \$ 16.56 |  | \$ 725.00   | \$ 800.00   | \$ 525.00   | \$ 16.56 |  |
| Hinckley FPD                  | \$ 900.00    | \$ 1,000.00 | \$ 800.00   | \$ 7.00  |  | \$ 440.00   | \$ 600.00   | \$ 390.00   | \$ 7.00  |  |
| Hinsdale                      | \$ 1,000.00  | \$ 1,300.00 | \$ 900.00   | \$ 25.00 |  | \$ 850.00   | \$ 1,000.00 | \$ 650.00   | \$ 10.00 |  |
| Hoffman Estates FD            | \$ 927.64    | \$ 1,342.64 | \$ 781.18   | \$ 9.57  |  | \$ 579.77   | \$ 839.15   | \$ 488.24   | \$ 9.57  |  |
| Homer Township FPD            | \$ 1,900.00  | \$ 1,900.00 | \$ 1,900.00 | \$ 30.00 |  | \$ 1,900.00 | \$ 1,900.00 | \$ 1,900.00 | \$ 30.00 |  |
| Hometown FPD                  | \$ 1,400.00  | \$ 1,600.00 | \$ 1,400.00 | \$ 15.00 |  | \$ 1,200.00 | \$ 1,400.00 | \$ 1,200.00 | \$ 15.00 |  |
| Hughson FPD (CA)              | \$ -         | \$ -        | \$ 350.00   | \$ -     |  | \$ -        | \$ -        | \$ 350.00   | \$ -     |  |
| Huntley FPD                   | \$ 900.00    | \$ 1,125.00 | \$ 693.00   | \$ 10.00 |  | \$ 526.00   | \$ 760.00   | \$ 443.00   | \$ 10.00 |  |
| Janesville                    | \$ 900.00    | \$ 975.00   | \$ 730.00   | \$ 17.00 |  | \$ 760.00   | \$ 850.00   | \$ 615.00   | \$ 17.00 |  |
| Johnston                      | \$ 672.00    | \$ 972.00   | \$ 565.00   | \$ 12.00 |  | \$ 672.00   | \$ 972.00   | \$ 565.00   | \$ 12.00 |  |
| Joliet                        | \$ 1,700.00  | \$ 1,800.00 | \$ 1,600.00 | \$ 15.00 |  | \$ 1,700.00 | \$ 1,800.00 | \$ 1,600.00 | \$ 15.00 |  |
| Kimmundy-Alma FPD             | \$ 455.00    | \$ 455.00   | \$ 350.00   | \$ 8.50  |  | \$ 455.00   | \$ 455.00   | \$ 350.00   | \$ 8.50  |  |
| Kingsley Area Ambulance       | \$ 1,000.00  | \$ 1,100.00 | \$ 900.00   | \$ 25.00 |  | \$ 1,000.00 | \$ 1,100.00 | \$ 900.00   | \$ 25.00 |  |
| Knoxville FD                  | \$ 1,000.00  | \$ 1,000.00 | \$ 1,000.00 | \$ 14.00 |  | \$ 1,000.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 14.00 |  |
| LaGrange FD                   | \$ 1,000.00  | \$ 1,000.00 | \$ 1,000.00 | \$ 15.00 |  | \$ 1,000.00 | \$ 1,000.00 | \$ 1,000.00 | \$ 15.00 |  |
| LaGrange Park FD              | \$ 1,200.00  | \$ 1,200.00 | \$ 800.00   | \$ 15.00 |  | \$ 800.00   | \$ 800.00   | \$ 500.00   | \$ 15.00 |  |
| Lake Country Fire&Rescue (WI) | \$ 1,500.00  | \$ 1,600.00 | \$ 1,000.00 | \$ 19.00 |  | \$ 1,300.00 | \$ 1,400.00 | \$ 800.00   | \$ 19.00 |  |
| Lake Egypt                    | \$ 900.00    | \$ 1,100.00 | \$ 700.00   | \$ 15.00 |  | \$ 900.00   | \$ 1,100.00 | \$ 700.00   | \$ 15.00 |  |
| Lake Forest                   | \$ 987.48    | \$ 1,088.92 | \$ 854.08   | \$ 7.27  |  | \$ 812.10   | \$ 919.98   | \$ 704.07   | \$ 7.27  |  |
| Lake Villa FPD                | \$ 600.00    | \$ 750.00   | \$ 550.00   | \$ 10.00 |  | \$ 500.00   | \$ 650.00   | \$ 450.00   | \$ 10.00 |  |
| Lake Zurich Rescue - Village  | \$ 900.00    | \$ 900.00   | \$ 900.00   | \$ 12.00 |  | \$ 750.00   | \$ 750.00   | \$ 750.00   | \$ 12.00 |  |
| Lake Zurich Rescue - District | \$ 900.00    | \$ 900.00   | \$ 900.00   | \$ 12.00 |  | \$ 750.00   | \$ 750.00   | \$ 750.00   | \$ 12.00 |  |
| Lansing Police & FD           | \$ 950.00    | \$ 1,100.00 | \$ 750.00   | \$ 15.00 |  | \$ 800.00   | \$ 1,000.00 | \$ 700.00   | \$ 15.00 |  |
| Leicester Fire                | \$ 610.00    | \$ 810.00   | \$ 510.00   | \$ 11.75 |  | \$ 610.00   | \$ 810.00   | \$ 510.00   | \$ 11.75 |  |
| Lemont FPD                    | \$ 1,000.00  | \$ 1,000.00 | \$ 650.00   | \$ 10.00 |  | \$ 750.00   | \$ 750.00   | \$ 450.00   | \$ 10.00 |  |
| Liberty                       | \$ 975.00    | \$ 1,100.00 | \$ 850.00   | \$ 13.50 |  | \$ 800.00   | \$ 925.00   | \$ 675.00   | \$ 13.50 |  |
| Libertyville                  | \$ 1,050.00  | \$ 1,150.00 | \$ 950.00   | \$ 10.00 |  | \$ 700.00   | \$ 800.00   | \$ 600.00   | \$ 10.00 |  |
| Limestone FD                  | \$ 1,300.00  | \$ 1,425.00 | \$ 1,100.00 | \$ 18.00 |  | \$ 600.00   | \$ 750.00   | \$ 550.00   | \$ 12.00 |  |
| Lincolnshire-Riverwoods FD    | \$ 1,400.00  | \$ 1,500.00 | \$ 1,150.00 | \$ 20.00 |  | \$ 1,050.00 | \$ 1,150.00 | \$ 950.00   | \$ 10.00 |  |
| Lisle-Woodridge               | \$ 1,650.00  | \$ 1,650.00 | \$ 1,650.00 | \$ 15.00 |  | \$ 1,650.00 | \$ 1,650.00 | \$ 1,650.00 | \$ 15.00 |  |
| Little Rock-Fox               | \$ 1,700.00  | \$ 1,900.00 | \$ 1,300.00 | \$ 20.00 |  | \$ 1,700.00 | \$ 1,900.00 | \$ 1,300.00 | \$ 20.00 |  |
| Lockport Township FPD         | \$ 1,500.00  | \$ 1,800.00 | \$ 1,200.00 | \$ 17.50 |  | \$ 1,500.00 | \$ 1,800.00 | \$ 1,200.00 | \$ 17.50 |  |
| Lombard                       | \$ 970.00    | \$ 1,100.00 | \$ 750.00   | \$ 11.00 |  | \$ 580.00   | \$ 700.00   | \$ 440.00   | \$ 10.00 |  |
| Lyons                         | \$ 1,200.00  | \$ 1,400.00 | \$ 1,000.00 | \$ 15.00 |  | \$ 700.00   | \$ 800.00   | \$ 600.00   | \$ 15.00 |  |
| Malta FPD                     | \$ 850.00    | \$ 100.00   | \$ 575.00   | \$ 10.00 |  | \$ 550.00   | \$ 750.00   | \$ 425.00   | \$ 10.00 |  |

|                             | NON-RESIDENT |             |             |          |  | RESIDENT    |             |             |          |  |
|-----------------------------|--------------|-------------|-------------|----------|--|-------------|-------------|-------------|----------|--|
| Department/Organization     | ALS          | ALS2        | BLS         | Mileage  |  | ALS         | ALS2        | BLS         | Mileage  |  |
| Manteno Community FPD       | \$ 1,250.00  | \$ 1,250.00 | \$ 1,250.00 | \$ 12.00 |  | \$ 650.00   | \$ 650.00   | \$ 650.00   | \$ 12.00 |  |
| Martinton Fire Protection   | \$ -         | \$ -        | \$ 300.00   | \$ 7.00  |  | \$ -        | \$ -        | \$ 300.00   | \$ 7.00  |  |
| Maryville                   | \$ 1,050.00  | \$ 1,200.00 | \$ 850.00   | \$ 14.00 |  | \$ 850.00   | \$ 100.00   | \$ 700.00   | \$ 14.00 |  |
| Mascoutah                   | \$ 1,000.00  | \$ 1,000.00 | \$ 900.00   | \$ 13.00 |  | \$ 800.00   | \$ 800.00   | \$ 700.00   | \$ 13.00 |  |
| Matteson FD                 | \$ 850.00    | \$ 950.00   | \$ 750.00   | \$ 12.00 |  | \$ 600.00   | \$ 700.00   | \$ 500.00   | \$ 12.00 |  |
| Maywood FD                  | \$ -         | \$ -        | \$ 700.00   | \$ 15.00 |  | \$ -        | \$ -        | \$ 500.00   | \$ 15.00 |  |
| Mazon Verona Kinsman        | -            | -           | \$ 1,500.00 | \$ 15.00 |  | -           | -           | \$ 1,500.00 | \$ 15.00 |  |
| McFarland-Village Of        | \$ 800.00    | \$ 850.00   | \$ 725.00   | \$ 15.50 |  | \$ 675.00   | \$ 750.00   | \$ 625.00   | \$ 15.00 |  |
| McHenry Township FD         | \$ 625.00    | \$ 725.00   | \$ 575.00   | \$ 12.00 |  | \$ 525.00   | \$ 625.00   | \$ 475.00   | \$ 12.00 |  |
| Menomonie FD                | \$ 1,200.00  | \$ 1,350.00 | \$ 1,075.00 | \$ 18.00 |  | \$ 975.00   | \$ 1,050.00 | \$ 850.00   | \$ 18.00 |  |
| Miami                       | \$ 725.00    | \$ 825.00   | \$ 575.00   | \$ 15.00 |  | \$ 725.00   | \$ 875.00   | \$ 575.00   | \$ 15.00 |  |
| Midlothian                  | \$ 1,100.00  | \$ 1,200.00 | \$ 975.00   | \$ 20.00 |  | \$ 950.00   | \$ 1,050.00 | \$ 800.00   | \$ 20.00 |  |
| Milton                      | \$ 850.00    | \$ 950.00   | \$ 800.00   | \$ 17.00 |  | \$ 750.00   | \$ 850.00   | \$ 700.00   | \$ 15.00 |  |
| Minong Area Amb             | \$ 900.00    | \$ -        | \$ 800.00   | \$ 15.00 |  | \$ 700.00   | \$ -        | \$ 600.00   | \$ 12.00 |  |
| Minooka FPD                 | \$ 1,500.00  | \$ 1,800.00 | \$ 1,200.00 | \$ 17.50 |  | \$ 1,500.00 | \$ 1,800.00 | \$ 1,200.00 | \$ 17.50 |  |
| Mokena FPD                  | \$ 1,600.00  | \$ 1,600.00 | \$ 1,600.00 | \$ 18.00 |  | \$ 800.00   | \$ 800.00   | \$ 800.00   | \$ 18.00 |  |
| Monee FPD                   | \$ 1,300.00  | \$ 1,300.00 | \$ 1,300.00 | \$ 15.00 |  | \$ 900.00   | \$ 900.00   | \$ 900.00   | \$ 15.00 |  |
| Monroe County               | \$ 1,450.00  | \$ 1,700.00 | \$ 1,200.00 | \$ 15.00 |  | \$ 1,250.00 | \$ 1,500.00 | \$ 1,200.00 | \$ 15.00 |  |
| Montgomery FPD              | \$ 1,100.00  | \$ 1,200.00 | \$ 1,000.00 | \$ 15.00 |  | \$ 650.00   | \$ 750.00   | \$ 550.00   | \$ 15.00 |  |
| Mount Prospect-Village Of   | \$ 650.00    | \$ 850.00   | \$ 575.00   | \$ 8.00  |  | \$ 550.00   | \$ 750.00   | \$ 475.00   | \$ 8.00  |  |
| Mundelein FD                | \$ 940.09    | \$ 1,136.98 | \$ 870.60   | \$ 7.24  |  | \$ 540.09   | \$ 736.98   | \$ 470.60   | \$ 7.24  |  |
| Murietta                    | \$ -         | \$ -        | \$ 350.00   | \$ -     |  | \$ -        | \$ -        | \$ 350.00   | \$ -     |  |
| Naperville                  | \$ 1,800.00  | \$ 1,800.00 | \$ 1,800.00 | \$ 15.00 |  | \$ 1,800.00 | \$ 1,800.00 | \$ 1,800.00 | \$ 15.00 |  |
| Nauvoo Fire Prot Dist.      | \$ 1,025.00  | \$ 1,325.00 | \$ 825.00   | \$ 15.00 |  | \$ 1,025.00 | \$ 1,325.00 | \$ 825.00   | \$ 15.00 |  |
| New Athens                  | \$ 1,150.00  | \$ 1,150.00 | \$ 925.00   | \$ 11.00 |  | \$ 875.00   | \$ 875.00   | \$ 700.00   | \$ 11.00 |  |
| New Baden                   | \$ 1,155.00  | \$ 1,205.00 | \$ 1,050.00 | \$ 19.00 |  | \$ 955.00   | \$ 905.00   | \$ 750.00   | \$ 19.00 |  |
| New Lenox Fire & AD         | \$ 1,800.00  | \$ 2,000.00 | \$ 1,600.00 | \$ 17.50 |  | \$ 1,800.00 | \$ 2,000.00 | \$ 1,600.00 | \$ 17.50 |  |
| Newport FPD                 | \$ 1,065.00  | \$ 1,345.00 | \$ 1,000.00 | \$ 12.00 |  | \$ 1,065.00 | \$ 1,345.00 | \$ 1,000.00 | \$ 12.00 |  |
| North Aurora FPD            | \$ 800.00    | \$ 900.00   | \$ 800.00   | \$ -     |  | \$ 600.00   | \$ 900.00   | \$ 600.00   | \$ -     |  |
| North Palos                 | \$ 1,800.00  | \$ 2,300.00 | \$ 1,500.00 | \$ 16.00 |  | \$ 1,200.00 | \$ 1,500.00 | \$ 2,000.00 | \$ 16.00 |  |
| Northern Edgar County       | \$ 900.00    | \$ 1,200.00 | \$ 750.00   | \$ 20.00 |  | \$ 900.00   | \$ 1,200.00 | \$ 750.00   | \$ 20.00 |  |
| Northwest Homer FPD         | \$ 1,000.00  | \$ 1,100.00 | \$ 900.00   | \$ 12.00 |  | \$ 800.00   | \$ 900.00   | \$ 700.00   | \$ 10.00 |  |
| Northwestern Area Ambulance | \$ 650.00    | \$ 650.00   | \$ 450.00   | \$ 10.00 |  | \$ 550.00   | \$ 550.00   | \$ 350.00   | \$ 8.00  |  |
| Nunda Rural FD              | \$ 900.00    | \$ 900.00   | \$ 700.00   | \$ 10.00 |  | \$ 900.00   | \$ 900.00   | \$ 700.00   | \$ 10.00 |  |
| Oak Brook Village OF        | \$ 800.00    | \$ 900.00   | \$ 650.00   | \$ 10.00 |  | \$ 700.00   | \$ 800.00   | \$ 550.00   | \$ 10.00 |  |
| Oak Lawn FD                 | \$ 1,700.00  | \$ 1,700.00 | \$ 1,700.00 | \$ 15.00 |  | \$ 1,700.00 | \$ 1,700.00 | \$ 1,700.00 | \$ 15.00 |  |
| Oak Park                    | \$ 1,000.00  | \$ 1,150.00 | \$ 800.00   | \$ 15.00 |  | \$ 750.00   | \$ 900.00   | \$ 600.00   | \$ 15.00 |  |
| Oregon FPD                  | \$ 600.00    | \$ 750.00   | \$ 500.00   | \$ 13.00 |  | \$ 500.00   | \$ 600.00   | \$ 400.00   | \$ 13.00 |  |
| Orland FP                   | \$ 1,450.00  | \$ 1,500.00 | \$ 1,350.00 | \$ 15.00 |  | \$ 1,350.00 | \$ 1,450.00 | \$ 1,250.00 | \$ 15.00 |  |
| Oscoda County EMS           | \$ 1,100.00  | \$ 1,100.00 | \$ 1,100.00 | \$ 25.00 |  | \$ 1,100.00 | \$ 1,100.00 | \$ 1,100.00 | \$ 25.00 |  |
| Oswego FPD                  | \$ 1,500.00  | \$ 1,500.00 | \$ 1,500.00 | \$ 11.00 |  | \$ 1,500.00 | \$ 1,500.00 | \$ 1,500.00 | \$ 11.00 |  |
| Palatine FD (Village)       | \$ 749.00    | \$ 962.00   | \$ 638.00   | \$ 7.00  |  | \$ 530.00   | \$ 767.00   | \$ 446.00   | \$ 7.00  |  |
| Palatine Rural FD           | \$ 1,115.00  | \$ 1,350.00 | \$ 945.00   | \$ 10.00 |  | \$ 825.00   | \$ 1,000.00 | \$ 700.00   | \$ 10.00 |  |

|                                   | NON-RESIDENT |             |             |          |  | RESIDENT    |             |             |          |  |
|-----------------------------------|--------------|-------------|-------------|----------|--|-------------|-------------|-------------|----------|--|
| Department/Organization           | ALS          | ALS2        | BLS         | Mileage  |  | ALS         | ALS2        | BLS         | Mileage  |  |
| Palos Heights Fire Protection     | \$ 1,295.00  | \$ 1,395.00 | \$ 1,195.00 | \$ 15.00 |  | \$ 1,095.00 | \$ 1,195.00 | \$ 995.00   | \$ 15.00 |  |
| Paris                             |              |             |             |          |  |             |             |             |          |  |
| Park Forest FD                    | \$ 800.00    | \$ 900.00   | \$ 700.00   | \$ 12.50 |  | \$ 525.00   | \$ 725.00   | \$ 425.00   | \$ 12.50 |  |
| Park Ridge FD                     | \$ 950.00    | \$ 1,150.00 | \$ 650.00   | \$ 15.00 |  | \$ 700.00   | \$ 950.00   | \$ 500.00   | \$ 15.00 |  |
| Peninsula Township                | \$ 900.00    | \$ 1,100.00 | \$ 600.00   | \$ 15.00 |  | \$ 900.00   | \$ 1,100.00 | \$ 600.00   | \$ 15.00 |  |
| Pickerel                          | \$ 1,600.00  | \$ 1,775.00 | \$ 1,400.00 | \$ 15.00 |  | \$ 1,400.00 | \$ 1,575.00 | \$ 1,200.00 | \$ 15.00 |  |
| Plainfield FD                     | \$ 1,800.00  | \$ 1,800.00 | \$ 1,800.00 | \$ 17.50 |  | \$ 1,800.00 | \$ 1,800.00 | \$ 1,800.00 | \$ 17.50 |  |
| Pleasant Prairie FD               | \$ 1,075.00  | \$ 1,075.00 | \$ 835.00   | \$ 14.00 |  | \$ 975.00   | \$ 975.00   | \$ 735.00   | \$ 14.00 |  |
| Portage County Ambulance          | \$ 975.00    | \$ 1,075.00 | \$ 825.00   | \$ 20.00 |  | \$ 825.00   | \$ 875.00   | \$ 675.00   | \$ 20.00 |  |
| Prairieland Community Amb Service | \$ -         | \$ -        | \$ 400.00   | \$ 8.00  |  | \$ -        | \$ -        | \$ 400.00   | \$ 8.00  |  |
| Prospect Heights                  | \$ 850.00    | \$ 950.00   | \$ 700.00   | \$ 10.00 |  | \$ 550.00   | \$ 750.00   | \$ 500.00   | \$ 10.00 |  |
| Pyramid Lake Paiute Tribe         | \$ 1,025.00  | \$ -        | \$ 960.00   | \$ 24.00 |  | \$ 1,025.00 | \$ -        | \$ 960.00   | \$ 24.00 |  |
| Riceville Volunteer FD            | \$ 510.00    | \$ 710.00   | \$ 410.00   | \$ 8.75  |  | \$ 510.00   | \$ 710.00   | \$ 410.00   | \$ 8.75  |  |
| River Falls                       | \$ 1,430.00  | \$ 1,650.00 | \$ 1,070.00 | \$ 19.00 |  | \$ 1,300.00 | \$ 1,500.00 | \$ 975.00   | \$ 18.00 |  |
| Roberts Park FPD                  | \$ 1,650.00  | \$ 2,100.00 | \$ 1,275.00 | \$ 16.00 |  | \$ 1,500.00 | \$ 1,900.00 | \$ 1,150.00 | \$ 16.00 |  |
| Rochester FD                      | \$ 1,500.00  | \$ 1,500.00 | \$ 1,000.00 | \$ 16.00 |  | \$ 1,500.00 | \$ 1,500.00 | \$ 1,000.00 | \$ 16.00 |  |
| Rockford                          | \$ 1,460.00  | \$ 1,460.00 | \$ 1,350.00 | \$ 17.00 |  | \$ 730.00   | \$ 830.00   | \$ 675.00   | \$ 17.00 |  |
| Rockton FPD                       | \$ 900.00    | \$ 900.00   | \$ 900.00   | \$ 15.00 |  | \$ 500.00   | \$ 500.00   | \$ 500.00   | \$ 15.00 |  |
| Rolling Meadows FD                | \$ 450.00    | \$ 600.85   | \$ 375.00   | \$ 7.00  |  | \$ 450.00   | \$ 600.85   | \$ 375.00   | \$ 7.00  |  |
| Romeoville FD                     | \$ 1,400.00  | \$ 1,400.00 | \$ 1,400.00 | \$ 15.00 |  | \$ 1,400.00 | \$ 1,400.00 | \$ 1,400.00 | \$ 10.00 |  |
| Rosemont FD                       | \$ 700.00    | \$ 700.00   | \$ 500.00   | \$ -     |  | \$ -        | \$ -        | \$ -        | \$ -     |  |
| Sandoval FPD                      | \$ 455.00    | \$ 500.00   | \$ 350.00   | \$ 7.00  |  | \$ 400.00   | \$ 450.00   | \$ 350.00   | \$ 7.00  |  |
| Sandwich Community FPD            | \$ 1,400.00  | \$ 1,400.00 | \$ 1,300.00 | \$ 20.00 |  | \$ 750.00   | \$ 750.00   | \$ 650.00   | \$ 15.00 |  |
| Schaumburg                        | \$ 785.00    | \$ 968.00   | \$ 640.00   | \$ 7.27  |  | \$ 441.00   | \$ 638.00   | \$ 371.00   | \$ 7.27  |  |
| Scott Township Volunteer FD       | \$ 1,100.00  | \$ 1,250.00 | \$ 750.00   | \$ 15.00 |  | \$ 950.00   | \$ 1,100.00 | \$ 600.00   | \$ 15.00 |  |
| Security Fire                     | \$ 1,350.00  | \$ 1,500.00 | \$ 950.00   | \$ 24.50 |  | \$ 1,350.00 | \$ 1,500.00 | \$ 950.00   | \$ 24.50 |  |
| Selma                             | \$ 1,200.00  | \$ 1,400.00 | \$ 1,000.00 | \$ 26.00 |  | \$ 1,200.00 | \$ 1,400.00 | \$ 1,000.00 | \$ 26.00 |  |
| Skyland                           | \$ 628.30    | \$ 834.30   | \$ 525.30   | \$ 10.30 |  | \$ 628.30   | \$ 834.30   | \$ 525.30   | \$ 10.30 |  |
| Snowmass-Wildcat FPD              | \$ 855.00    | \$ 900.00   | \$ 787.00   | \$ 15.00 |  | \$ 855.00   | \$ 900.00   | \$ 787.00   | \$ 15.00 |  |
| Somanouk FD                       | \$ 1,500.00  | \$ 1,500.00 | \$ 1,500.00 | \$ 12.00 |  | \$ 600.00   | \$ 600.00   | \$ 600.00   | \$ 12.00 |  |
| South Beloit FD                   | \$ 1,024.00  | \$ 1,024.00 | \$ 1,024.00 | \$ 12.00 |  | \$ 816.00   | \$ 816.00   | \$ 816.00   | \$ 12.00 |  |
| South Chicago Heights FD          | \$ 850.00    | \$ 850.00   | \$ 750.00   | \$ 10.00 |  | \$ 850.00   | \$ 850.00   | \$ 750.00   | \$ 10.00 |  |
| South Elgin FD                    | \$ 1,400.00  | \$ 1,600.00 | \$ 1,200.00 | \$ 10.00 |  | \$ 1,200.00 | \$ 1,400.00 | \$ 1,000.00 | \$ 10.00 |  |
| South Metropolitan FPD            | \$ 1,000.00  | \$ 1,200.00 | \$ 800.00   | \$ 17.00 |  | \$ 1,000.00 | \$ 1,200.00 | \$ 800.00   | \$ 17.00 |  |
| South Shore Consolidated          | \$ 650.00    | \$ 650.00   | \$ 500.00   | \$ 14.00 |  | \$ 600.00   | \$ 600.00   | \$ 450.00   | \$ 14.00 |  |
| Southport                         | \$ 450.00    | \$ 550.00   | \$ 400.00   | \$ 10.00 |  | \$ 450.00   | \$ 550.00   | \$ 400.00   | \$ 10.00 |  |
| Spring Grove FPD                  | \$ 1,250.00  | \$ 1,500.00 | \$ 1,000.00 | \$ 12.00 |  | \$ 1,250.00 | \$ 1,500.00 | \$ 1,000.00 | \$ 12.00 |  |
| Steger Estates                    | \$ 1,050.00  | \$ 1,125.00 | \$ 950.00   | \$ 10.00 |  | \$ 1,050.00 | \$ 1,125.00 | \$ 950.00   | \$ 10.00 |  |
| Streamwood FD                     | \$ 725.00    | \$ 975.00   | \$ 625.00   | \$ 10.50 |  | \$ 441.65   | \$ 639.24   | \$ 371.92   | \$ 7.29  |  |
| Sugar Grove FPD                   | \$ 900.00    | \$ 900.00   | \$ 650.00   | \$ 12.00 |  | \$ 610.51   | \$ 610.51   | \$ 450.00   | \$ 6.86  |  |
| Sun Prairie                       | \$ 750.00    | \$ 750.00   | \$ 750.00   | \$ 18.00 |  | \$ 700.00   | \$ 700.00   | \$ 700.00   | \$ 18.00 |  |
| Sycamore FD                       | \$ 950.00    | \$ 1,100.00 | \$ 775.00   | \$ 13.00 |  | \$ 775.00   | \$ 900.00   | \$ 600.00   | \$ 12.00 |  |
| Teays Valley Volunteer FD         | \$ 450.00    | \$ 600.00   | \$ 350.00   | \$ 8.00  |  | \$ 450.00   | \$ 600.00   | \$ 350.00   | \$ 8.00  |  |



|                           | NON-RESIDENT        |                      |                      |                    |  | RESIDENT             |                      |                      |                    |  |
|---------------------------|---------------------|----------------------|----------------------|--------------------|--|----------------------|----------------------|----------------------|--------------------|--|
| Department/Organization   | ALS                 | ALS2                 | BLS                  | Mileage            |  | ALS                  | ALS2                 | BLS                  | Mileage            |  |
| Texas City                | \$ 864.80           | \$ 910.80            | \$ 795.80            | \$ 17.25           |  | \$ 864.80            | \$ 910.80            | \$ 795.80            | \$ 17.25           |  |
| Travis County             | \$ 901.00           | \$ 966.00            | \$ 831.00            | \$ 13.50           |  | \$ 901.00            | \$ 966.00            | \$ 831.00            | \$ 13.50           |  |
| Tri-City                  | \$ 1,200.00         | \$ 1,350.00          | \$ 1,000.00          | \$ 10.00           |  | \$ 1,050.00          | \$ 1,150.00          | \$ 850.00            | \$ 10.00           |  |
| Tri-Lakes Monument FPD    | \$ 1,502.82         | \$ 1,502.82          | \$ 1,372.38          | \$ 21.96           |  | \$ 1,502.82          | \$ 1,502.82          | \$ 1,372.38          | \$ 21.96           |  |
| Tri-State FPD             | \$ 1,250.00         | \$ 1,250.00          | \$ 1,000.00          | \$ 15.00           |  | \$ 1,000.00          | \$ 1,000.00          | \$ 750.00            | \$ 15.00           |  |
| The Troy FPD              | \$ 1,000.00         | \$ 1,200.00          | \$ 625.00            | \$ 15.00           |  | \$ 800.00            | \$ 875.00            | \$ 580.00            | \$ 15.00           |  |
| Troy FPD                  | \$ 1,900.00         | \$ 1,900.00          | \$ 1,900.00          | \$ 17.50           |  | \$ 1,900.00          | \$ 1,900.00          | \$ 1,900.00          | \$ 17.50           |  |
| Warrenville FPD           | \$ 1,650.00         | \$ 1,650.00          | \$ 1,650.00          | \$ 15.00           |  | \$ 1,650.00          | \$ 1,650.00          | \$ 1,650.00          | \$ 15.00           |  |
| Wauconda FPD              | \$ 940.00           | \$ 1,100.00          | \$ 800.00            | \$ 10.00           |  | \$ 800.00            | \$ 940.00            | \$ 660.00            | \$ 10.00           |  |
| Waukee                    | \$ 600.00           | \$ 800.00            | \$ 600.00            | \$ 12.00           |  | \$ 600.00            | \$ 800.00            | \$ 600.00            | \$ 12.00           |  |
| Waukegan FD               | \$ 1,400.00         | \$ 1,600.00          | \$ 1,200.00          | \$ 15.00           |  | \$ 1,200.00          | \$ 1,400.00          | \$ 1,000.00          | \$ 15.00           |  |
| Waukesha                  | \$ 1,700.00         | \$ 1,900.00          | \$ 1,600.00          | \$ 25.00           |  | \$ 1,700.00          | \$ 1,900.00          | \$ 1,600.00          | \$ 25.00           |  |
| Wauwatosa                 | \$ 867.41           | \$ 1,000.61          | \$ 557.60            | \$ 17.02           |  | \$ 769.45            | \$ 845.75            | \$ 448.97            | \$ 17.02           |  |
| West Peculiar             | \$ 825.00           | \$ 825.00            | \$ 825.00            | \$ 9.00            |  | \$ 825.00            | \$ 825.00            | \$ 825.00            | \$ 9.00            |  |
| West Peoria               | \$ -                | \$ -                 | \$ 350.00            | \$ 8.00            |  | \$ -                 | \$ -                 | \$ 350.00            | \$ 8.00            |  |
| Western Springs FD        | \$ 1,000.00         | \$ 1,100.00          | \$ 1,000.00          | \$ 15.00           |  | \$ 700.00            | \$ 800.00            | \$ 700.00            | \$ 15.00           |  |
| Westmont FD               | \$ 1,250.00         | \$ 1,250.00          | \$ 1,000.00          | \$ 16.00           |  | \$ 900.00            | \$ 900.00            | \$ 725.00            | \$ 14.00           |  |
| Wheaton FD                | \$ 1,044.00         | \$ 1,255.00          | \$ 820.00            | \$ 12.00           |  | \$ 835.00            | \$ 1,022.00          | \$ 655.00            | \$ 12.00           |  |
| Williamson Valley (AZ)    | \$ 1,469.95         | \$ 1,469.95          | \$ 1,469.95          | \$ 10.74           |  | \$ -                 | \$ -                 | \$ -                 | \$ -               |  |
| Wilmette FD               | \$ 550.00           | \$ 700.00            | \$ 450.00            | \$ 7.50            |  | \$ 550.00            | \$ 700.00            | \$ 450.00            | \$ 7.50            |  |
| Wilmington FPD            | \$ 1,200.00         | \$ 1,400.00          | \$ 1,000.00          | \$ 15.00           |  | \$ 1,000.00          | \$ 1,200.00          | \$ 800.00            | \$ 15.00           |  |
| Win-Bur-Sew Fire District | \$ 850.00           | \$ 900.00            | \$ 700.00            | \$ 13.00           |  | \$ 700.00            | \$ 750.00            | \$ 600.00            | \$ 13.00           |  |
| Winnetka FD (Kennilworth) | \$ 850.00           | \$ 850.00            | \$ 650.00            | \$ 12.00           |  | \$ 675.00            | \$ 675.00            | \$ 525.00            | \$ 12.00           |  |
| Winthrop Harbor FD        | \$ 1,200.00         | \$ 1,200.00          | \$ 1,000.00          | \$ 10.00           |  | \$ 1,200.00          | \$ 1,200.00          | \$ 1,000.00          | \$ 10.00           |  |
| Zion FD                   | \$ 1,600.00         | \$ 1,800.00          | \$ 1,400.00          | \$ 20.00           |  | \$ 1,600.00          | \$ 1,800.00          | \$ 1,400.00          | \$ 20.00           |  |
| <b>TOTAL</b>              | <b>\$241,005.05</b> | <b>\$ 262,323.16</b> | <b>\$ 212,319.47</b> | <b>\$ 3,270.92</b> |  | <b>\$ 200,909.09</b> | <b>\$ 221,065.85</b> | <b>\$ 177,293.58</b> | <b>\$ 3,124.04</b> |  |
| <b>AVERAGE</b>            | <b>\$ 1,434.55</b>  | <b>\$ 1,599.53</b>   | <b>\$ 1,199.55</b>   | <b>\$ 19.47</b>    |  | <b>\$ 1,225.06</b>   | <b>\$ 1,381.66</b>   | <b>\$ 1,024.82</b>   | <b>\$ 18.82</b>    |  |



# Village of Arlington Heights Ambulance Billing Review



Inspections/Automated Billing | Self Inspections | Emergency Response Cost Recovery | False Alarm Management  
HazMat Registration | EMS Transport Billing | EMS Subscription Program | ALS/BLS First Responder Support

# Activity Summary with Collection Percentage & Average Percentages Gross & Net



Trip date IS BETWEEN 01/01/2016 AND 12/31/2016; AND Company IS VILLAGE OF ARLINGTON HEIGHTS; AND Status IS Assigned OR Billed OR Closed OR Complete OR NetTransit New Call OR NetTransit New Will Call OR NetTransit Review OR NetTransit Will Cal...

**VILLAGE OF ARLINGTON HEIGHTS Collection Percentage 88.18% Average Collected Per Trip \$327.76**

| Payer             | % of Trips | Collect % | # of Trips | Gross Charges | WD's       | Net Charges  | Rev Adj    | Payments     | WO's      | Refunds   | Balance   | Average |
|-------------------|------------|-----------|------------|---------------|------------|--------------|------------|--------------|-----------|-----------|-----------|---------|
| Medicare          | 49.91%     | 98.87%    | 2,600      | 1,110,697.06  | 127,131.81 | 983,565.25   | 9,098.38   | 978,310.34   | 227.84    | 5,886.22  | 1,814.91  | 378.29  |
| Medicaid          | 12.13%     | 70.82%    | 632        | 296,723.37    | 186,326.16 | 110,397.21   | 1,966.82   | 78,831.19    | 999.84    | 651.66    | 29,251.02 | 174.68  |
| Insurance         | 30.54%     | 87.23%    | 1,591      | 741,783.56    | 46,676.63  | 695,106.93   | 75,303.78  | 619,363.17   | 4,155.63  | 13,046.21 | 9,330.56  | 436.90  |
| Facility Contract | 0.04%      | 100.00%   | 2          | 800.00        | 119.03     | 680.97       | 0.00       | 680.97       | 0.00      | 0.00      | 0.00      | 340.49  |
| Bill Patient      | 7.37%      | 15.36%    | 384        | 185,387.16    | 2,611.54   | 182,775.62   | 142,593.78 | 30,119.14    | 9,389.00  | 2,036.30  | 2,710.00  | 475.98  |
| Company Totals -  |            |           | 5,209      | 2,335,391.15  | 362,865.17 | 1,972,525.98 | 228,962.76 | 1,707,304.81 | 14,772.31 | 21,620.39 | 43,106.49 | 378.68  |

## Arlington Heights Rate Analysis - \$1,800

### Proposed Rate Analysis

|            | Increase Charge Amount | Total Calls | Gross Charges   | Average Collection Percentage | Potential Rev |
|------------|------------------------|-------------|-----------------|-------------------------------|---------------|
| <b>RES</b> |                        |             |                 |                               |               |
| Medicare   |                        | 1459        | \$ 43,770.00    | 100%                          | \$ 43,770.00  |
| Insurance  | \$ 1,383.33            | 728         | \$ 1,007,064.24 | 80%                           | \$ 805,651.39 |
| Patient    | \$ 1,383.33            | 194         | \$ 268,366.02   | 0%                            | \$ -          |
| Total      |                        |             |                 |                               | \$ 849,421.39 |

|            | Increase Charge Amount | Total Calls | Gross Charges | Average Collection Percentage | Potential Rev |
|------------|------------------------|-------------|---------------|-------------------------------|---------------|
| <b>NON</b> |                        |             |               |                               |               |
| Insurance  | \$ 1,183.33            | 396         | \$ 468,598.68 | 80%                           | \$ 374,878.94 |
| Patient    | \$ 1,183.33            | 151         | \$ 178,682.83 | 10%                           | \$ 17,868.28  |
| Total      |                        |             |               |                               | \$ 392,747.23 |

Estimated Additional

Revenue \$

**1,242,168.62**

| Rates      |           |              |                    |
|------------|-----------|--------------|--------------------|
| RES        | Old       | New          |                    |
| ALS        | \$ 400.00 | \$ 1,800.00  | \$ 1,400.00        |
| ALS2       | \$ 450.00 | \$ 1,800.00  | \$ 1,350.00        |
| BLS        | \$ 400.00 | \$ 1,800.00  | \$ 1,400.00        |
|            |           | Avg Increase | \$ <b>1,383.33</b> |
|            |           |              |                    |
| <b>NON</b> |           |              |                    |
| ALS        | \$ 600.00 | \$ 1,800.00  | \$ 1,200.00        |
| ALS2       | \$ 650.00 | \$ 1,800.00  | \$ 1,150.00        |
| BLS        | \$ 600.00 | \$ 1,800.00  | \$ 1,200.00        |
|            |           | Avg Increase | \$ <b>1,183.33</b> |

## Arlington Heights Rate Analysis - \$1,500

### Proposed Rate Analysis

|            | Increase Charge Amount | Total Calls | Gross Charges | Average Collection Percentage | Potential Rev |
|------------|------------------------|-------------|---------------|-------------------------------|---------------|
| <b>RES</b> |                        |             |               |                               |               |
| Medicare   |                        | 1459        | \$ 43,770.00  | 100%                          | \$ 43,770.00  |
| Insurance  | \$ 1,083.33            | 728         | \$ 788,664.24 | 80%                           | \$ 630,931.39 |
| Patient    | \$ 1,083.33            | 194         | \$ 210,166.02 | 0%                            | \$ -          |
| Total      |                        |             |               |                               | \$ 674,701.39 |

|            | Increase Charge Amount | Total Calls | Gross Charges | Average Collection Percentage | Potential Rev |
|------------|------------------------|-------------|---------------|-------------------------------|---------------|
| <b>NON</b> |                        |             |               |                               |               |
| Insurance  | \$ 883.33              | 396         | \$ 349,798.68 | 80%                           | \$ 279,838.94 |
| Patient    | \$ 883.33              | 151         | \$ 133,382.83 | 10%                           | \$ 13,338.28  |
| Total      |                        |             |               |                               | \$ 293,177.23 |

Estimated Additional  
Revenue                      \$        **967,878.62**

| Rates |           |              |                    |
|-------|-----------|--------------|--------------------|
| RES   | Old       | New          |                    |
| ALS   | \$ 400.00 | \$ 1,500.00  | \$ 1,100.00        |
| ALS2  | \$ 450.00 | \$ 1,500.00  | \$ 1,050.00        |
| BLS   | \$ 400.00 | \$ 1,500.00  | \$ 1,100.00        |
|       |           | Avg Increase | \$ <b>1,083.33</b> |
|       |           |              |                    |
| NON   |           |              |                    |
| ALS   | \$ 600.00 | \$ 1,500.00  | \$ 900.00          |
| ALS2  | \$ 650.00 | \$ 1,500.00  | \$ 850.00          |
| BLS   | \$ 600.00 | \$ 1,500.00  | \$ 900.00          |
|       |           | Avg Increase | \$ <b>883.33</b>   |

## Arlington Heights Rate Analysis - \$1,000

### Proposed Rate Analysis

|            | Increase Charge Amount | Total Calls | Gross Charges | Average Collection Percentage | Potential Rev |
|------------|------------------------|-------------|---------------|-------------------------------|---------------|
| <b>RES</b> |                        |             |               |                               |               |
| Medicare   |                        | 1459        | \$ 43,770.00  | 100%                          | \$ 43,770.00  |
| Insurance  | \$ 583.33              | 728         | \$ 424,664.24 | 80%                           | \$ 339,731.39 |
| Patient    | \$ 583.33              | 194         | \$ 113,166.02 | 0%                            | \$ -          |
| Total      |                        |             |               |                               | \$ 383,501.39 |

|            | Increase Charge Amount | Total Calls | Gross Charges | Average Collection Percentage | Potential Rev |
|------------|------------------------|-------------|---------------|-------------------------------|---------------|
| <b>NON</b> |                        |             |               |                               |               |
| Insurance  | \$ 383.33              | 396         | \$ 151,798.68 | 80%                           | \$ 121,438.94 |
| Patient    | \$ 383.33              | 151         | \$ 57,882.83  | 10%                           | \$ 5,788.28   |
| Total      |                        |             |               |                               | \$ 127,227.23 |

**Estimated Additional  
Revenue                   \$ 510,728.62**

| Rates |           |              |                  |
|-------|-----------|--------------|------------------|
| RES   | Old       | New          |                  |
| ALS   | \$ 400.00 | \$ 1,000.00  | \$ 600.00        |
| ALS2  | \$ 450.00 | \$ 1,000.00  | \$ 550.00        |
| BLS   | \$ 400.00 | \$ 1,000.00  | \$ 600.00        |
|       |           | Avg Increase | <b>\$ 583.33</b> |
|       |           |              |                  |
| NON   |           |              |                  |
| ALS   | \$ 600.00 | \$ 1,000.00  | \$ 400.00        |
| ALS2  | \$ 650.00 | \$ 1,000.00  | \$ 350.00        |
| BLS   | \$ 600.00 | \$ 1,000.00  | \$ 400.00        |
|       |           | Avg Increase | <b>\$ 383.33</b> |

## Arlington Heights Mileage Analysis

| Mileage    | Charge Amount | Total Calls | Mileage Quantity | Net Charges  | Average Collection Percentage | Potential Rev |
|------------|---------------|-------------|------------------|--------------|-------------------------------|---------------|
| <b>RES</b> |               |             |                  |              |                               |               |
| Insurance  | \$ 12.00      | 728         | 2                | \$ 17,472.00 | 80%                           | \$ 13,977.60  |
| Patient    | \$ 12.00      | 194         | 2                | \$ 4,656.00  | 0%                            | \$ -          |
| Medicare   | \$ 12.00      | 2468        | 2                | \$ 35,983.44 | 80%                           | \$ 28,786.75  |
| Medicaid   | \$ 12.00      | 422         | 2                | \$ 4,220.00  | 100%                          | \$ 4,220.00   |
| Total      |               |             |                  |              |                               | \$ 46,984.35  |

|            | Charge Amount | Total Calls | Mileage Quantity | Net Charges | Average Collection Percentage | Potential Rev |
|------------|---------------|-------------|------------------|-------------|-------------------------------|---------------|
| <b>NON</b> |               |             |                  |             |                               |               |
| Insurance  | \$ 12.00      | 396         | 2                | \$ 9,504.00 | 80%                           | \$ 7,603.20   |
| Patient    | \$ 12.00      | 151         | 2                | \$ 3,624.00 | 10%                           | \$ 362.40     |
| Medicare   | \$ 12.00      | 321         | 2                | \$ 4,680.18 | 100%                          | \$ 4,680.18   |
| Medicaid   | \$ 12.00      | 201         | 2                | \$ 2,010.00 | 100%                          | \$ 1,480.00   |
| Total      |               |             |                  |             |                               | \$ 31,547.52  |

Estimated  
Mileage Revenue    \$    78,531.87



**Item:** Arlington Heights Police Station Security Systems

**Department:** Planning & Community Development

Several items for the new Police Station need to be purchased from the FF&E/Security/Telephone budget account #431-9013-571-5015 EQ16-10. One such item is the security systems, which includes access control, surveillance and alarms. Plans were issued to Johnson Controls/TYCO International who provided their bid based upon 20/10 Engineering Group security drawings. Johnson Control/TYCO International provided pricing based upon the National Joint Purchasing Agreement (NJPA). NJPA is a joint purchasing cooperative that is similar to the Northwest Municipal Conference and offers joint purchasing services/products to local agencies. The Village is a member of the NJPA. The NJPA price provided by Johnson Controls/TYCO International was \$215,586. This amount is being further discounted by Johnson Controls/TYCO International to \$199,617. The Johnson Controls/TYCO International systems bid were designed by 20/10 Engineering Group in consultation with the Village's Police Department. These systems are currently utilized in other Village buildings and also allows for ease of maintenance.

### **Public Building Fund**

#### **FF&E/Security/Telephone**

Budget: \$1,965,000  
Available: \$1,913,767.12

Johnson Control/TYCO International NJPA: \$199,617

### **Recommendation**

It is recommended that the Village Board authorize the Village Manger to enter into an agreement and approve the joint purchase from NJPA contract with Johnson Controls/TYCO International for the security systems in the amount of \$199,617 from the Public Building Fund, FF&E/Security/Telephone account #431-9013-571-5015 EQ16-10

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### **Bid Section**

Item:



Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



**Item:** Survey Services for the Street Reconstruction & Rehabilitation Program (AHE #MFT2018-Survey)

**Department:** Engineering

The Engineering Department is currently determining the streets to be included in the 2018 Street Reconstruction Program. The first step in the design process is to perform the necessary topographic surveys that will be used as the base for design. Our past experience has shown that this work is efficiently handled through a professional service contract with a qualified engineering survey firm that uses specialized survey equipment. The survey equipment first collects the topographic data and then interfaces with our AutoDesk CAD program; this provides a layout of the street along with the topographic data.

We sent out a Request for Proposal a few weeks ago. As part of the RFP, we requested that consultants provide a lump sum cost to convert the collected utility data into the Village of Arlington Heights GIS format.

In addition to providing cost per linear foot to complete the work in Fiscal Year 2018, we requested that the firms also provide a cost to complete the work in FY 2019 through FY2021, so upon satisfactory completion of the first year of work, the Village would have the option to extend the contract an additional year for up to a total of four years. The survey work will be performed starting in the fall of 2017 and as weather allows this winter. Construction is scheduled to begin in the spring of 2018.

Three proposals were received and their pricing is attached. Thomas Engineering Group, LLC had the lowest proposal. They have performed these services for several communities and are qualified to complete the proposed survey and CAD work for the 2018 MFT Street Reconstruction and Street Rehabilitation Program. Funding is included in the current budget.

## **RECOMMENDATION**

It is recommended that the Village Board authorize execution of an agreement with Thomas Engineering Group, LLC in an amount not-to-exceed \$34,045.60 (\$32,313.60 for survey and drafting and \$1,732 for GIS) to perform the survey for the 2018 Street Reconstruction and Street Rehabilitation Program.

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## **Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

### **ATTACHMENTS:**

| <b>Description</b>         | <b>Type</b> |
|----------------------------|-------------|
| Survey & Drafting Services | Report      |

### Survey and Drafting Services

| Consultant               | Linear Feet | FY 2018      |             | FY 2019      |             |
|--------------------------|-------------|--------------|-------------|--------------|-------------|
|                          |             | Cost/Foot    | Total Cost  | Cost/Foot    | Total Cost  |
| Thomas Engineering Group | 15,840      | \$2.04       | \$32,313.60 | \$2.10       | \$33,264.00 |
| Haeger                   | 15,840      | \$2.70       | \$42,768.00 | \$2.80       | \$44,352.00 |
| HLR, Inc.                | 15,840      | \$3.69       | \$58,449.60 | \$3.78       | \$59,875.20 |
| Baxter & Woodman         | 15,840      | Not Provided |             | Not Provided |             |

| Consultant               | Linear Feet | FY 2020      |             | FY 2021      |             |
|--------------------------|-------------|--------------|-------------|--------------|-------------|
|                          |             | Cost/Foot    | Total Cost  | Cost/Foot    | Total Cost  |
| Thomas Engineering Group | 15,840      | \$2.16       | \$34,214.40 | \$2.23       | \$35,323.20 |
| Haeger                   | 15,840      | \$2.90       | \$45,936.00 | Not Provided |             |
| HLR, Inc.                | 15,840      | \$3.87       | \$61,300.80 | \$3.97       | \$62,884.80 |
| Baxter & Woodman         | 15,840      | Not Provided |             | Not Provided |             |

### GIS Data Delivery

| Consultant               | FY 2018      | FY 2019      | FY 2020      | FY 2021      |
|--------------------------|--------------|--------------|--------------|--------------|
|                          | Total Cost   | Total Cost   | Total Cost   | Total Cost   |
| Thomas Engineering Group | \$1,732.00   | \$1,783.96   | \$1,837.48   | \$1,892.60   |
| Haeger                   | \$2,800.00   | \$2,900.00   | \$3,000.00   | Not Provided |
| HLR, Inc.                | \$1,000.00   | \$1,000.00   | \$1,000.00   | \$1,000.00   |
| Baxter & Woodman         | Not Provided | Not Provided | Not Provided | Not Provided |



**Item:** Ordinance - Groundwater Control - Golf Ter., Golf and AH Rds.

**Department:** Planning/Legal

On March 6, 2017, the Village Board adopted an Ordinance Prohibiting the Use of Groundwater as a Potable Water Supply by the Installation or Use of Potable Water Supply Wells or by any Other Method for the area at and adjacent to 5-39, 133, 135 and 139 E. Golf Ter., 4 and 20 E. Golf Rd. and 1675 S. Arlington Heights Road. The ordinance was submitted to the Illinois Environmental Protection Agency ("IEPA"). The IEPA asked for a clarification on the exhibits. The attached ordinance is the same in substance as what was approved in March - only the exhibits were changed in order to comply with the IEPA's request.

### **RECOMMENDATION**

It is recommended that the Village Board adopt the attached Ordinance Prohibiting the Use of Groundwater as a Potable Water Supply by the Installation or Use of Potable Water Supply Wells or by any Other Method for the area at and adjacent to 5-39, 133, 135 and 139 E. Golf Ter., 4 and 20 E. Golf Rd. and 1675 S. Arlington Heights Road.

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### **Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

### **ATTACHMENTS:**

| <b>Description</b>                                | <b>Type</b> |
|---------------------------------------------------|-------------|
| Groundwater Control - Golf Ter., Golf and AH Rds. | Ordinance   |

**AN ORDINANCE PROHIBITING THE USE OF GROUNDWATER AS A  
POTABLE WATER SUPPLY BY THE INSTALLATION OR USE OF  
POTABLE WATER SUPPLY WELLS OR BY ANY OTHER METHOD**

WHEREAS, certain properties in the Village of Arlington Heights, Illinois have been used over a period of time for commercial/industrial purposes; and

WHEREAS, because of said use, concentrations of certain chemical constituents in the groundwater beneath the Village may exceed Class I groundwater quality standards for potable resource groundwater as set forth in 35 Illinois Administrative Code 620 or Tier 1 Remediation Objectives as set forth in 35 Illinois Administrative Code 742; and

WHEREAS, the Village of Arlington Heights desires to limit potential threats to human health from groundwater contamination while facilitating the redevelopment and productive use of properties that are the source of said chemical constituents at and adjacent to the properties located at 5-39, 133, 135 and 139 E. Golf Ter., 4 and 20 E. Golf Rd. and 1675 S. Arlington Heights Rd., Arlington Heights, Illinois,

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

SECTION ONE: The use or attempt to use as a potable water supply groundwater from within the area depicted on Exhibit A, and described on Exhibit B, attached hereto and made a part hereof, within the Village of Arlington Heights, as a potable water supply, by the installation or drilling of wells or by any other method is hereby prohibited. This prohibition expressly includes the Village of Arlington Heights.

SECTION TWO: Any person violating the provisions of this Ordinance shall be subject to a fine of up to \$750 for each violation.

SECTION THREE: Definitions. The following definitions apply to this Ordinance:

“Person” is any individual, partnership, co-partnership, firm, company, limited liability company, corporation, association, joint stock company, trust, estate, political subdivision, or any other legal entity, or their legal representatives, agents or assigns.

“Potable water” is any water used for human or domestic consumption, including, but not limited to, water used for drinking, bathing, swimming, washing dishes, or preparing foods.

SECTION FOUR: The Petitioner shall record this Ordinance against all properties affected by this Ordinance.

SECTION FIVE: Ordinance Number 17-010 and all ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed insofar as they are in conflict with this Ordinance.

SECTION SIX: If any provision of this Ordinance or its application to any person or under any circumstances is adjudged invalid, such adjudication shall not affect the validity of the ordinance as a whole or of any portion not adjudged invalid.

SECTION SEVEN: This Ordinance repeals all ordinances or parts of ordinances in conflict with the provisions hereof, and shall be in full force and effect after its passage and approval in the manner provided by law and shall be recorded by the Village Clerk in the Office of the Recorder of Cook County, Illinois.

AYES:

NAYS:

PASSED AND APPROVED this 16<sup>th</sup> day of October, 2017.

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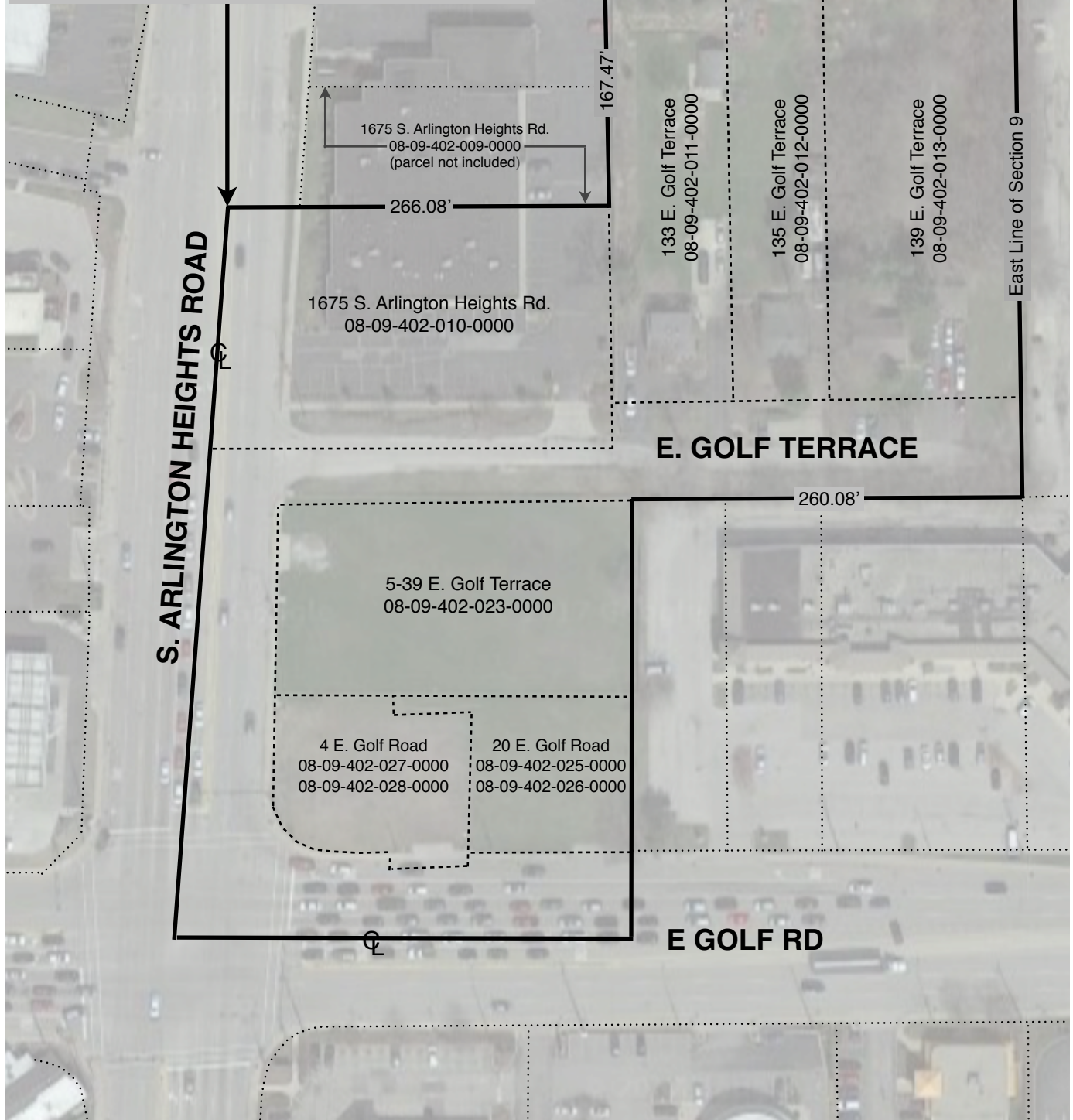
Village President

ATTEST:

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Village Clerk

Point of Beginning: 502.42' North of the South Line of Section 9, Township 41 North Range 11, East of the Third Principal Meridian, and 540.47' West of the East Line of Said Section 9.



**Legend:**

- Boundary of the Limited Restricted Area
- Approximate boundaries of private parcels within the Limited Restricted Area
- Approximate boundaries of parcels outside the Limited Restricted Area

**EXHIBIT A**  
**Boundaries of the**  
**Limited Restricted Area**



## EXHIBIT B

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 41 NORTH RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE CENTERLINE OF THE SOUTH ARLINGTON HEIGHTS ROAD RIGHT-OF-WAY, 502.42 FEET NORTH AND 540.47 FEET WEST OF THE SOUTHEAST CORNER OF SAID SECTION 9; THENCE EAST ALONG THE NORTHERN BOUNDARY OF A PARCEL KNOWN AS COOK COUNTY PIN 08-09-402-010-0000 A DISTANCE OF 266.08 FEET; THENCE NORTH ALONG THE WESTERN BOUNDARY OF A PARCEL KNOWN AS COOK COUNTY PARCEL 08-09-402-011-0000; THENCE EAST ALONG THE NORTHERN BOUNDARIES OF THE PARCELS KNOWN AS COOK COUNTY PINS 08-09-402-011-0000, 08-09-402-012-0000 AND 08-09-402-013-0000 A DISTANCE OF 274.39 FEET TO THE EAST LINE OF SAID SECTION 9; THENCE SOUTH ALONG THE EAST LINE OF SAID SECTION 9 TO THE INTERSECTION OF SAID EAST LINE WITH THE SOUTHERN BOUNDARY LINE OF THE EAST GOLF TERRACE RIGHT-OF-WAY; THENCE WEST ALONG THE SOUTHERN BOUNDARY LINE OF THE EAST GOLF TERRACE RIGHT-OF-WAY A DISTANCE OF 260.08 FEET; THENCE SOUTH ALONG A LINE PARALLEL TO THE EAST LINE OF SAID SECTION 9 TO THE CENTERLINE OF THE EAST GOLF ROAD RIGHT-OF-WAY; THENCE WEST TO THE INTERSECTING CENTERLINES OF THE EAST GOLF ROAD RIGHT-OF-WAY AND THE SOUTH ARLINGTON HEIGHTS ROAD RIGHT-OF-WAY; THENCE NORTHEAST ALONG THE CENTERLINE OF THE SOUTH ARLINGTON HEIGHTS ROAD RIGHT-OF-WAY TO THE POINT OF BEGINNING.

As depicted on Exhibit A, said ordinance area includes the East Golf Terrace right-of-way, portions of the East Golf Road and South Arlington Heights Road rights-of-way, and the following private properties:

| Site Address                             | Cook County PIN(s)                       |
|------------------------------------------|------------------------------------------|
| 5-39 E. Golf Terrace                     | 08-09-402-023-0000                       |
| 4 E. Golf Road                           | 08-09-402-027-0000<br>08-09-402-028-0000 |
| 20 E. Golf Road                          | 08-09-402-025-0000<br>08-09-402-026-0000 |
| 1675 S. Arlington Heights Road (part of) | 08-09-402-010-0000                       |
| 133 E. Golf Terrace                      | 08-09-402-011-0000                       |
| 135 E. Golf Terrace                      | 08-09-402-012-0000                       |
| 139 E. Golf Terrace                      | 08-09-402-013-0000                       |



**Item:** Resolution - Intergovernmental Memorandum of Understanding and Intergovernmental Agreement - Assessment of Fair Housing

**Department:** Planning/Legal

As a condition of receiving Community Development Block Grant (CDBG) funds, the Village must certify that it will take actions to affirmatively further fair housing.

In 2015, HUD published a new rule on affirmatively furthering fair housing that requires CDBG entitlement communities and public housing authorities to produce an Assessment of Fair Housing (AFH). The AFH is to include an assessment of the following:

1. Patterns of integration and segregation;
2. Racially or ethnically concentrated areas of poverty;
3. Disparities in access to opportunity; and
4. Disproportionate housing needs.

Program participants are then required to set goals to overcome fair housing issues and related contributing factors. Those goals must inform subsequent housing and community development planning processes.

HUD encourages local entities to collaborate on a regional AFH. Collaboration allows entitlements and public housing authorities (PHAs) to work more efficiently and effectively by producing a joint AFH.

Cook County includes 21 different entitlement communities and PHAs that are now required to produce an AFH. A proposed collaboration has been developed that would include entitlement communities, PHAs, civic organizations and the Chicago Metropolitan Agency for Planning (CMAP) for the purpose of producing a County-wide AFH that would satisfy the regulatory requirements for all of the participating entities. The due date for the regional AFH is January 5, 2020 which is the same date that a separate Arlington Heights AFH will be due to HUD if the Village does not participate in the regional AFH.

At this time, the following other communities and PHAs have indicated that they are interested in voluntarily participating in the regional AFH: Chicago, Cook County, Berwyn, Cicero, Des Plaines, Evanston, Hoffman Estates, Mount Prospect, Oak Lawn, Oak Park, Palatine, Schaumburg, Skokie, the Chicago

Housing Authority, Housing Authority of Cook County, Cicero Housing Authority, Maywood Housing Authority, Oak Park Housing Authority and Park Forest Housing Authority. Other civic organizations will also be involved.

If the Village of Arlington Heights chooses to participate in the regional AFH process, the Village will be responsible for providing local data, holding public hearings as required by federal regulations, reviewing key recommendations prior to the final drafting of the plan, and formally approving the plan. All of these steps, and more, would be required if the Village produces its own AFH.

The cost to the Village of Arlington Heights to participate in the regional AFH process is \$1,000 with \$500 due in December 2017 and \$500 due in December 2018. This expense is a CDBG-eligible administrative cost. After entering into the required agreements to join the collaboration, the Village may withdraw from the process upon providing 30 days' notice. However, the \$1,000 financial obligation would remain.

Cook County has agreed to be the lead entity that would submit the AFH to HUD. CMAP would provide extensive technical assistance, including coordination among the participating entities.

CMAP has reserved the right to withdraw from its role in the project if the core four organizations (City of Chicago, Chicago Housing Authority, Housing Authority of Cook County and Cook County) are unable to get the needed authority to participate by November 1.

Completing an AFH on its own could require 100+ Village staff hours, which would be a far greater expenditure of resources than the Village's \$1,000 share of the cost of the regional AFH.

### **RECOMMENDATION**

It is recommended that the Village Board approve the Resolution Approving a n Intergovernmental Memorandum of Understanding and an Intergovernmental Agreement and authorize the Village Manager to sign all documents with respect to the Village's participation in the regional Assessment of Fair Housing collaboration being led by Cook County and the Chicago Metropolitan Agency for Planning.

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### **Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

**ATTACHMENTS:****Description**

Assessment of Fair Housing  
Memorandum of Understanding -  
Assessment of Fair Housing  
Intergovernmental Agreement -  
Assessment of Fair Housing

**Type**

Resolution  
Agreement  
Agreement

**A RESOLUTION APPROVING AN**  
**INTERGOVERNMENTAL MEMORANDUM OF UNDERSTANDING**  
**AND AN INTERGOVERNMENTAL AGREEMENT**

WHEREAS, the Village of Arlington Heights wishes to produce a 2020-2024 Assessment of Fair Housing (AFH) in conjunction with the parties referenced in the attached Intergovernmental Memorandum of Understanding; and

WHEREAS, the Village of Arlington Heights wishes to work with the Chicago Metropolitan Agency for Planning (CMAP) and its partners, the Metropolitan Planning Council and the Chicago Area Fair Housing Alliance, to produce a joint/regional AFH; and

WHEREAS, the Village of Arlington Heights and CMAP have agreed on the general contents of an Intergovernmental Agreement and a Scope of Services that will guide staff assistance services to be provided by CMAP,

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

SECTION ONE: An Intergovernmental Memorandum of Understanding and an Intergovernmental Agreement in connection with producing a 2020-2024 Assessment for Fair Housing, attached hereto and made a part hereof, are hereby approved.

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

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

AYES:

NAYS:

PASSED AND APPROVED this 16<sup>th</sup> day of October, 2017.

\_\_\_\_\_  
Village President

ATTEST:

\_\_\_\_\_  
Village Clerk

AGRRES:Assessment of Fair Housing

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**INTERGOVERNMENTAL MEMORANDUM OF UNDERSTANDING**

**AMONG**

The City of Chicago (Entitlement)  
The Chicago Housing Authority (PHA)  
The Housing Authority of Cook County (PHA)  
The County of Cook (Entitlement and HOME consortium lead)  
The Village of Arlington Heights (Entitlement and HOME consortium member)  
The City of Berwyn (Entitlement and HOME consortium member)  
The Town of Cicero (Entitlement and HOME consortium member)  
The Cicero Housing Authority (PHA)  
The City of Des Plaines (Entitlement and HOME consortium member)  
The City of Evanston (Entitlement)  
The Village of Hoffman Estates (Entitlement and HOME consortium member)  
The Maywood Housing Authority (PHA)  
The Village of Mount Prospect (Entitlement and HOME consortium member)  
The Village of Oak Lawn (Entitlement and HOME consortium member)  
The Village of Oak Park (Entitlement and HOME consortium member)  
The Oak Park Housing Authority (PHA)  
The Village of Palatine (Entitlement and HOME consortium member)  
The Park Forest Housing Authority (PHA)  
The Village of Schaumburg (Entitlement and HOME consortium member)  
The Village of Skokie (Entitlement)

**FOR**

**THE 2020-2024 ASSESSMENT OF FAIR HOUSING**

THIS AGREEMENT, entered this 1 day of November, 2017 by and among the following Participants.

The City of Chicago (Entitlement)  
The Chicago Housing Authority (PHA)  
The Housing Authority of Cook County (PHA)  
The County of Cook (Entitlement and HOME consortium lead)  
The Village of Arlington Heights (Entitlement and HOME consortium member)  
The City of Berwyn (Entitlement and HOME consortium member)  
The Town of Cicero (Entitlement and HOME consortium member)  
The Cicero Housing Authority (PHA)  
The City of Des Plaines (Entitlement and HOME consortium member)  
The City of Evanston (Entitlement)  
The Village of Hoffman Estates (Entitlement and HOME consortium member)  
The Maywood Housing Authority (PHA)  
The Village of Mount Prospect (Entitlement and HOME consortium member)  
The Village of Oak Lawn (Entitlement and HOME consortium member)  
The Village of Oak Park (Entitlement and HOME consortium member)  
The Oak Park Housing Authority (PHA)  
The Village of Palatine (Entitlement and HOME consortium member)

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The Park Forest Housing Authority (PHA)  
The Village of Schaumburg (Entitlement and HOME consortium member)  
The Village of Skokie (Entitlement)

WHEREAS, The City of Chicago is a consolidated plan jurisdiction with a program year start date of January 1, Chicago's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, the Chicago Housing Authority is a public housing authority with a fiscal year beginning date of January 1. The Chicago Housing Authority is a Moving to Work agency, with a report due to HUD annually.

WHEREAS, the Housing Authority of Cook County is a public housing authority with a fiscal year beginning date of October 1. The Housing Authority of Cook County's next 5-year PHA plan will begin in 2018.

WHEREAS, The County of Cook is a consolidated plan jurisdiction with a program year start date of October 1. The County of Cook's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, The Village of Arlington Heights is a consolidated plan jurisdiction with a program year start date of October 1. The Village of Arlington Heights's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, The City of Berwyn is a consolidated plan jurisdiction with a program year start date of October 1. The City of Berwyn's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, The Town of Cicero is a consolidated plan jurisdiction with a program year start date of October 1. The Town of Cicero's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, the Cicero Housing Authority is a public housing authority with a fiscal year beginning date of January 1. The Cicero Housing Authority's next 5-year PHA plan will begin in 2020.

WHEREAS, The City of Des Plaines is a consolidated plan jurisdiction with a program year start date of October 1. The City of Des Plaines's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, The City of Evanston is a consolidated plan jurisdiction with a program year start date of January 1. The City of Evanston's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, The Village of Hoffman Estates is a consolidated plan jurisdiction with a program year start date of October 1. The Village of Hoffman Estates' next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, the Maywood Housing Authority is a public housing authority (PHA) with a fiscal year beginning date of January 1. The Maywood Housing Authority's next 5-year PHA plan will begin in \_\_\_\_.

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WHEREAS, The Village of Mount Prospect is a consolidated plan jurisdiction with a program year start date of October 1. The Village of Mount Prospect's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, The Village of Oak Lawn is a consolidated plan jurisdiction with a program year start date of October 1. The Village of Oak Lawn's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, The Village of Oak Park is a consolidated plan jurisdiction with a program year start date of October 1. The Village of Oak Park's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, the Oak Park Housing Authority is a public housing authority with a fiscal year beginning date of January 1. The Oak Park Housing Authority's next 5-year PHA plan will begin in 2020.

WHEREAS, The Village of Palatine is a consolidated plan jurisdiction with a program year start date of October 1. The Village of Palatine's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, the Park Forest Housing Authority is a public housing authority with a fiscal year beginning date of July 1. The Park Forest Housing Authority's next 5-year PHA plan will begin in 2020.

WHEREAS, The Village of Schaumburg is a consolidated plan jurisdiction with a program year start date of October 1. The Village of Schaumburg's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, The Village of Skokie is a consolidated plan jurisdiction with a program year start date of May 1. The Village of Skokie's next 5-year consolidated plan cycle will begin in 2020.

WHEREAS, the above Participants are subject to the affirmatively furthering fair housing requirements found at 24 CFR §§5.150 through 5.180 and required to submit an Assessment of Fair Housing (AFH).

WHEREAS, the Participants wish to collaborate to develop the AFH, in accordance with that certain Chicago-Cook County Assessment of Fair Housing Scope, attached hereto and incorporated herein by reference.

WHEREAS, the Participants wish to work with the Chicago Metropolitan Agency for Planning and its partners, the Metropolitan Planning Council and the Chicago Area Fair Housing Alliance, to produce a joint/regional AFH.

WHEREAS, the AFH may be approached more effectively and economically through the collaborative efforts of the parties.



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NOW, THEREFORE, it is agreed between the parties hereto that:

#### LEAD ENTITY

The County of Cook will serve as the lead entity of the collaboration and will be responsible for submitting the joint/regional AFH to HUD on behalf of all the collaborating Participants.

#### PROGRAM YEAR/FISCAL YEAR ALIGNMENT

Collaborating Participants have, to the extent practicable, attempted to align program and fiscal years, as applicable, in accordance with the regulations at 24 CFR part 91, for consolidated plan program participants, or 24 CFR part 903, for PHAs. Alignment of program and fiscal years is not possible, therefore the AFH will be submitted in accordance with the lead entity's consolidated plan cycle. The County of Cook's due date is January 5, 2020.

#### ROLES/RESPONSIBILITIES OF PARTICIPANTS

##### Assessment of Fair Housing

Participants will collaborate on the completion of the AFH. The responsibilities of the Participants are as follows:

1. Participants will be accountable for any applicable analysis and any applicable joint goals and priorities included in the submitted AFH. Participants will also be accountable for their individual analysis, goals and priorities to be included in the submitted AFH.
2. Each Participant commits to enter into an Intergovernmental Agreement with the Chicago Metropolitan Agency for Planning regarding payment for the development of the joint/regional AFH. Participants agree to pay invoices according to internal financial policies. Cost of the AFH has been allocated amongst each Participant as follows.

| Assessment geography             | Total Cost | December 2017 | December 2018 |
|----------------------------------|------------|---------------|---------------|
| City of Chicago                  | \$75,000   | \$37,500      | \$37,500      |
| Chicago Housing Authority        | \$75,000   | \$37,500      | \$37,500      |
| City of Evanston                 | \$13,000   | \$6,500       | \$6,500       |
| Village of Skokie                | \$12,000   | \$6,000       | \$6,000       |
| County of Cook                   | \$33,400   | \$16,700      | \$16,700      |
| Housing Authority of Cook County | \$50,000   | \$25,000      | \$25,000      |
| Village of Arlington Heights     | \$1,000    | \$500         | \$500         |
| City of Berwyn                   | \$2,500    | \$1,250       | \$1,250       |
| Town of Cicero                   | \$3,600    | \$1,800       | \$1,800       |

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|                               |         |         |         |
|-------------------------------|---------|---------|---------|
| City of Des Plaines           | \$1,000 | \$500   | \$500   |
| Village of Hoffman Estates    | \$1,000 | \$500   | \$500   |
| Village of Mount Prospect     | \$1,000 | \$500   | \$500   |
| Village of Oak Lawn           | \$1,000 | \$500   | \$500   |
| Village of Oak Park           | \$3,500 | \$1,750 | \$1,750 |
| Village of Palatine           | \$1,000 | \$500   | \$500   |
| Village of Schaumburg         | \$1,000 | \$500   | \$500   |
| Maywood Housing Authority     | \$3,000 | \$1,500 | \$1,500 |
| Park Forest Housing Authority | \$3,000 | \$1,500 | \$1,500 |
| Oak Park Housing Authority    | \$3,000 | \$1,500 | \$1,500 |
| Cicero Housing Authority      | \$3,000 | \$1,500 | \$1,500 |

\$287,000.00

### SPECIAL CONDITIONS

1. The entitlements and PHAs designate the County of Cook as the lead entity (LE) for the joint/regional AFH. While all entitlements and PHAs are accountable for the analysis and will sign the AFH submitted document to HUD, the County of Cook will oversee the submission of the regional AFH. The County of Cook's next Consolidated Plan cycle will be October 1, 2020-September 30, 2025. The joint/regional AFH will be due to HUD on January 5, 2020.
2. The entitlements and PHAs intend to commit financial resources, subject to appropriations/budget, to assist in compiling the joint/regional AFH, as specified above
3. The entitlements and PHAs hereto shall comply with all federal and state laws regarding discrimination and shall prohibit unlawful discrimination on the basis of race, color, religion, national origin, sex, disability, familial status, ancestry, creed, marital status and/or sexual orientation. Each entitlement and PHA will comply with any additional local laws regarding discrimination.
4. This Agreement may not be assigned without prior written approval of the parties hereto.

### WITHDRAWAL

Any Participant may withdraw from the collaboration with 30 days' written notice via certified mail to the other participants.

The withdrawing Participant must promptly notify HUD of its withdrawal from the collaboration.

The withdrawing Participant will be financially obligated to the Chicago Metropolitan Agency for Planning for the total cost in the table.

### SEVERABILITY

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If any provision of this Agreement is held invalid, the remainder of the Agreement shall not be affected thereby and all other parts of this Agreement shall nevertheless be in full force and effect.

SECTION HEADINGS AND SUBHEADINGS

The section headings and subheadings contained in this Agreement are included for convenience only and shall not limit or otherwise affect the terms of this Agreement.

ENTIRE AGREEMENT

This Agreement between the Participants for the submission of the 2020-2024 AFH, supersedes all prior or contemporaneous communications and proposals, whether electronic, oral, or written between the Participants with respect to this Agreement. By way of signing this Agreement, the Program Participants are bound to perform the duties and obligations within this Agreement. No amendment or modification of this Agreement shall be valid unless the same is in writing and executed by all the parties hereto, and then only to the extent set forth in said writing. Any amendment to this Agreement must be submitted to HUD.

This Agreement will remain effective until July 31, 2020 or until supplanted by a new agreement, whichever comes first.

IN WITNESS WHEREOF, the Parties have executed this contract as of the date first written above.

For City of Chicago

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Type or Print Name of Authorized Representative

\_\_\_\_\_  
Date

Attest

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Type or Print Name of Authorized Representative

\_\_\_\_\_  
Date

For Chicago Housing Authority

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Type or Print Name of Authorized Representative

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Date

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Attest

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Signature

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Type or Print Name of Authorized Representative

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Date

For County of Cook

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Type or Print Name of Authorized Representative

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## Chicago-Cook County Assessment of Fair Housing Scope September 2017

In the summer of 2015, the U.S. Department of Housing and Urban Development (HUD) published a new rule on affirmatively furthering fair housing. The new rule requires entitlements and public housing authorities (PHAs) to produce an Assessment of Fair Housing (AFH). Cook County includes 21 different entitlements and housing authorities that will need to produce an AFH.

HUD encourages local entities to collaborate on regional AFH. Collaboration offers numerous potential benefits. Entitlements and PHAs can more efficiently and effectively meet federal fair housing requirements, often at a cost-savings to previous fair housing analyses. An AFH for all of Cook County allows participants to utilize the ongoing work of high-capacity civic organizations to define and assess equity related topics at a regional scale. This scope outlines the partners, roles, process, geography, and timeframe for the development of an AFH for all of Cook County.

### **Timeframe**

Under the rule, the participants must choose one lead entity for the submission of the plan. That lead entity must be an entitlement or PHA. The due date for all participants will be that of the lead entity. The due date for the county-wide AFH does not change the due dates for consolidated plans or PHA five year plans. The official HUD due date for the AFH will be January 5, 2020. The project will start on November 1, 2017.

### **Partners and roles**

- *Lead entity-* All entitlements and PHAs participating in this AFH must designate, through an IGA, a jurisdiction to serve as the lead entity. Beyond setting the due date for the AFH, the lead entity must also oversee the submission (including in the HUD designated system) of the AFH on behalf of all participants along with addressing follow-up inquiries about the effort. Cook County will serve as the lead entity for this project. The official HUD due date for the AFH will be January 5, 2020.
- *Entitlements-* Both municipal and county entitlements are partners in this project. Such participation may take many forms depending on interest and capacity. Staff members and elected officials will spend time participating in meetings, reviewing deliverables, and conducting local outreach. Moreover, entitlements will be expected to provide funding to support the project. The collaborative nature of this project is expected to reduce the cost of compliance for most entities. The following entitlements are voluntarily participating in this project: Chicago, Cook County, Arlington Heights, Berwyn, Cicero, Des Plaines, Evanston, Hoffman Estates, Mount Prospect, Oak Lawn, Oak Park, Palatine, Schaumburg, and Skokie.

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- *PHAs-* Under the rule, a PHA must also produce an AFH. Much like with entitlements, this scope envisions that PHA staff and officials will participate in meetings, review deliverables, and conduct local outreach. PHAs will be expected to provide funding to support completion of the project. This is a new cost for PHAs, as they have not conducted such fair housing planning in the past. The following PHAs are voluntarily participating in this project: Chicago Housing Authority, Housing Authority of Cook County, Cicero Housing Authority, Maywood Housing Authority, Oak Park Housing Authority, and Park Forest Housing Authority.
  - *Chicago Metropolitan Agency for Planning-* CMAP is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now guides implementation of the GO TO 2040 comprehensive regional plan, and also developed the region's Fair Housing and Equity Assessment (FHEA) as part of a Sustainable Communities Regional Planning grant. CMAP will provide of technical assistance to develop the AFH and oversee the participation of other civic organizations.
  - *Civic organizations-* The following civic organizations will assist entitlements and PHAs with the development of an AFH: Chicago Area Fair Housing Alliance and the Metropolitan Planning Council (MPC). These groups will provide specialized assistance on key topic areas ranging from fair housing complaints and compliance to development of new metrics and national best practices around equity issues.

### **Project Team**

The day-to-day operation and oversight of the project will be managed by a project team composed of CMAP, participating civic organizations, one Cook County representative, one City of Chicago representative, one Chicago Housing Authority representative, one Housing Authority of Cook County representative, one municipal PHA, and one municipal entitlement. The Project Team will meet regularly to discuss progress on the project, upcoming steps, and share completed work product between the parties.

### **Steering Committee**

To represent the considerations of the many parties involved in development of the AFH, a steering committee will provide feedback to the Project Team throughout the planning process. This broad group will consist of one representative from each participating entitlement or PHA. The steering committee will review all draft documents in advance of public release and/or legislative review/approval.

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## Tasks

### 1. Pre-kickoff work

Before the project formally kicks off, several steps must be completed. These activities will occur prior to the “formal” project initiation in November 2017. These tasks include the following.

- The governing body of each participating entity will need to approve a resolution expressing support for the project and authorizing participation.
- All participants must sign an agreement that explains expectations for the relationship between the participants, project management, access to resources, contribution of local funding to support the project, etc. The agreement will need to be signed before the project formally begins.
- All participants must sign individual agreements with CMAP that explain expectations for the relationship between CMAP and the various the participants, project management, access to resources, contribution of local funding to support the project, etc. The agreement will need to be signed before the project formally begins.
- CMAP will notify HUD via letter which parties are participating in the AFH and submit copies of the agreements.

### 2. Outreach

Strong public outreach that goes beyond HUD statutory requirements will be a backbone of this project. To accomplish this, outreach will take place in three distinct parts.

- Initially public outreach will occur through large activities. CMAP will use the online survey site MetroQuest to develop an English and Spanish survey that can be used throughout the County to assess the fair housing issues that are of greatest concern. Concurrent with the MetroQuest site, CMAP will work with partners to facilitate seven workshops, three in the City and four in the County. Some entitlements and PHAs will want to ensure that a workshop is being held in their community. As such, CMAP will prepare “meeting in a box” materials that project partners can use to conduct additional workshops using the same materials and format. Work in this phase will include outreach trainings for entitlements, PHAs, and service organizations to ensure that each can serve as viable partners to ensure participation from a wide array of stakeholders.
- The second phase of outreach will primarily consist of topical focus groups throughout the City and County. At the conclusion of the initial round of outreach activities, the Project Team will review who participated in the various events. Those findings will help guide the focus groups for phase two, ensuring that all are given the opportunity to participate, including the following groups highlighted by HUD. The need for outreach in languages other than English and Spanish will be considered on a case-by-case basis.
  - State or local fair housing agencies and organizations
  - Tenant organizations
  - Community-based organizations that represent protected class populations
  - Faith-based organizations

- 
- Public and private agencies that provide social services
  - Philanthropic organizations
  - Resident Advisory boards for participating PHAs
  - State and local universities
  - Disability advocacy groups
  - Public, private, and non-profit housing providers
  - Realtors
  - Property management companies
  - Lenders
  - Ex-offenders/criminal justice groups
  - Continua of Care
  - Human Rights Commissions
  - Private developers

As in phase one, CMAP will prepare “meeting in a box” materials that project partners can use to conduct focus groups using the same materials and format. Users of the “meeting in a box” materials will be responsible for timely reporting of meeting outcomes for integration into the larger effort.

- The final phase of public outreach would occur as the plan is finalized and approved. Seven open houses would be held, three in the City and four in the County, for parties to review and comment on the draft plan. All of these open houses would occur during a 30 day public comment period. After comments received during the open houses and the 30 day public comment period are integrated into the document, each entitlement and PHA would need to proceed with local approval, which would need to include a formal public hearing.

Beyond the specific outreach tasks identified above, CMAP and other civic partners on this project are always conducting outreach in the region for various projects and it is assumed that outreach from those activities would also be brought to bear on this project. In particular, CMAP is in the process of creating ON TO 2050, the region’s next comprehensive plan. Topics being researched as part of ON TO 2050 include housing choice, inclusive growth, resilience, and disinvested areas. Findings from ON TO 2050 will be utilized in AFH development.

CMAP will create and host a dedicated project webpage containing information on the planning process and key deliverables. Each PHA and entitlement will need to include a link from their own website to the CMAP project webpage. Materials posted on the webpage may include project announcements, upcoming meeting dates, meeting materials, draft documents for review, online surveys, etc. CMAP will be responsible for posting the material and keeping the page up-to-date.

All public outreach collected during the process will be summarized in an outreach document that will be an appendix to the plan. This will include a description of outreach activities; approach to reaching various populations, including underrepresented populations; a list of people/organizations who participated during the planning process; a summary of the feedback received throughout the process; and a log of all comments received during the open houses

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and public comment period, including a summary of any comments, views, and recommendations not accepted by entitlements and PHAs and the reasons for non-acceptance.

### **3. Existing conditions analysis**

An important interim product is the “existing conditions report.” This document will discuss the existing conditions of fair housing, including patterns of integration and segregation; racially or ethnically concentrated areas of poverty; disparities in access to transit, jobs, and economic opportunity; and disproportionate housing needs. The project team will prepare the existing conditions analysis, with data support and review from the entitlements and PHAs.

Entitlements and PHAs accountable for their individual analysis along with that of a joint regional analysis. Participating in a county-wide AFH does not relieve each entitlement or PHAs of its obligation to analyze and address local and regional fair housing issues and contributing factors that affect fair housing choice.

Given this, the existing conditions report will include one regional analysis of fair housing conditions in the region and local assessments for individual participants. See the [Kansas City Metropolitan Area AFH](#) as a potential model. The analysis will include the following:

- A demographic summary that includes an analysis on patterns of segregation and integration locally and regionally and factors that that significantly impact segregation/integration.
- Identification of Racially or Ethnically Concentrated Areas of Poverty (R/ECAPs), disparities in access to opportunity, and disproportionate housing needs, and factors that significantly impact the presence of these issues.
- An analysis of publicly supported housing in terms of location, demographics, occupancy, and access to opportunity, along with the identification of factors that significantly impact the existing conditions.
- An analysis of the presence, location, and access to opportunity of persons with disability, along with the identification of factors that significantly impact the existing conditions.
- An assessment of the current fair housing ecosystem, including the capacity of individual jurisdictions to conduct fair housing outreach or enforcement, whether themselves or through a local partner, along with the identification of factors that significantly impact the existing conditions.

Local data will be used to supplement HUD provided data. The Lead Entity will be responsible for helping CMAP and other consultants access the HUD provided data. Supplemental data will be identified in many ways, including through Task 2. The Project Team also anticipates using data developed in ongoing planning activities to inform the existing conditions analysis, including ON TO 2050, MPC’s Cost of Segregation project, and the FHEA.

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#### **4. Plan development**

##### *Task 4a: Key recommendations memo*

Before the plan is drafted, the Project Team will prepare a memo describing the key recommendations that are expected to be contained in the plan. The memo will include both fair housing goals and priorities applicable to all participants and local fair housing goals and priorities applicable to each individual participant. The purpose of the memo is to provide each participant with a summary of key recommendations before much time is spent writing them in detail; if there are significant problems with any elements of the report, they should surface at this point. Individual memos will be prepared for each participant. At least one Steering Committee meeting is envisioned to discuss the county-wide recommendations. Each participant will be responsible for determining the preferred local process to vet the memo.

##### *Task 4b: Draft plan*

The findings from community outreach and the existing conditions report along with the recommendations memos will be synthesized into a draft AFH. The AFH must be submitted via the online HUD assessment tool. CMAP and the Lead Entity will work closely with the rest of the Project Team create a draft AFH that follows the proscribed HUD framework. The Steering Committee will be responsible for reviewing and providing feedback on the drafts of the AFH during this phase of the project.

##### *Task 4c: Graphic Design*

To supplement the official HUD version of the plan that will be submitted online, CMAP will take contents of the draft plan to create one easy-to-read and graphically rich summary. The graphic document will cover public involvement, key findings, and local and county-wide recommendations.

#### **5. Plan approval**

##### *Task 5a: Open houses and comment period*

As noted under Task 2, the Project Team will hold seven open houses, three in the City and four in the County, for parties to review and comment on the draft plan. All of these open houses would occur during a 30 day public comment period. The Project Team will finalize the plan after the close of the comment period.

##### *Task 5b: Public hearings*

Public hearings will be held on the finalized plan as needed in each entitlement and PHA. Each PHA and entitlement is responsible for all noticing related to the public hearing. The Project Team will provide support as necessary.

##### *Task 5c: Approval*

Each participating PHA and entitlement will formally approve the AFH. Each PHA and entitlement is responsible for all noticing related to the approval meeting. The Project Team will provide support as necessary.

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*Task 5d: HUD submission and approval*

After the plan has been approved by all parties, the AFH must be submitted to HUD. The Lead Entity will be responsible for submission to HUD, including the uploading of all materials in the HUD submission system.

HUD will either approve the AFH or provide a response letter noting required changes within 60 days of submission. HUD may accept a regional AFH for some participants, but not accept the regional AFH for others. The Project Team will work with any participants for whom the regional AFH was not accepted by HUD to address any changes and resubmit within the designated response period.

## Assessment of Fair Housing Timeline

[illegible]





# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

Contract # IGA-18-0007

## Intergovernmental Agreement For Assessment of Fair Housing

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THIS AGREEMENT by and between the Chicago Metropolitan Agency for Planning, herein called CMAP, and the Village of Arlington Heights, 33 Arlington Heights Road, Arlington Heights, IL 60005 herein called the GOVERNMENTAL BODY.

### Required Signatures

By signing below, the GOVERNMENTAL BODY and CMAP agree to comply with and abide by all provisions set forth in Parts 1-4 herein and any Appendices thereto.

#### For the GOVERNMENTAL BODY:

|                    |                                                          |               |
|--------------------|----------------------------------------------------------|---------------|
| _____<br>Signature | _____<br>Type or Print Name of Authorized Representative | _____<br>Date |
| Attest:            |                                                          |               |

|                    |                             |               |
|--------------------|-----------------------------|---------------|
| _____<br>Signature | _____<br>Type or Print Name | _____<br>Date |
|--------------------|-----------------------------|---------------|

#### For CMAP:

|                                                |                           |               |
|------------------------------------------------|---------------------------|---------------|
| _____<br>Joseph C. Szabo<br>Executive Director | _____<br>Attest Signature | _____<br>Date |
|------------------------------------------------|---------------------------|---------------|

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Part 1 Scope/Compensation/Term  
Part 2 General Conditions  
Part 3 Scope of Work/Responsibilities  
Part 4 Compensation for Services

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**Part 1: Scope/Compensation/Term**

- A. **Scope of Services and Responsibilities.** CMAP and the GOVERNMENTAL BODY agree as specified in Part 3.
- B. **Compensation and Method of Payment.** Compensation (if any) shall be as specified in Part 4. Payment will be made within thirty (30) days of receipt of invoice unless there is a discrepancy regarding the invoice. Transfer of funds will be made electronically. CMAP certifies the following information:

Bank Name: BMO Harris

Telephone No.: 877-895-3275

Account No.: 2033876

Bank ACH Routing No.: 071000288

CMAP email address for confirmation:

accounting@cmap.illinois.gov

**C. Tax Identification Number.**

CMAP certifies that:

1. The number shown on this form is a correct taxpayer identification, **and**
2. It is not subject to backup withholding because: (a) it is exempt from backup withholding, or (b) has not been notified by the Internal Revenue Service (IRS) that it is subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified CMAP that it is no longer subject to backup withholding, **and**
3. It is a U.S. entity (including a U.S. resident alien).

Name of CONTRACTOR: Chicago Metropolitan Agency for Planning

Taxpayer Identification Number: 13-4331367

DUNS No.: 06-858-7112

Legal Status (Circle One): Local Government

- D. **Term of Agreement.** The term of this Agreement shall be from final signing until July 31, 2020.
- E. **Amendments.** All changes to this Agreement must be mutually agreed upon by CMAP and the GOVERNMENTAL BODY and be incorporated by written amendment, signed by the parties.

**Part 2: General Conditions**

The following are general conditions of approval and procedural guidelines and specific terms of Agreement to which all projects are subject. Signatories of this Agreement certify that these conditions and procedures and terms and the conditions and procedures specific to this project will be adhered to unless amended in writing.

1. **Complete Agreement.**
  - a. This Agreement, including all exhibits and other documents incorporated or referenced in the Agreement, constitutes the complete and exclusive statement of the terms and conditions of the Agreement between CMAP and the GOVERNMENTAL BODY and it supersedes all prior representations, understandings and communications. The invalidity in whole or in part of any term or condition of this Agreement shall not affect the validity of other terms or conditions.

b. Either party's failure to insist in any one or more instances upon the performance of any terms or conditions of this Agreement shall not be construed as a waiver or relinquishment of either party's right to such performance or to future performance of such terms or conditions and the parties' obligation in respect thereto shall continue in full force and effect. The GOVERNMENTAL BODY shall be responsible for having taken steps reasonably necessary to ascertain the nature and location of the work, and the general and local conditions that can affect the work or the cost thereof. Any failure by the GOVERNMENTAL BODY to do so will not relieve it from responsibility for successfully performing the work without expense to CMAP.

c. CMAP and the GOVERNMENTAL BODY assume no responsibility for any understanding or representations made by any of its officers, employees or agents prior to the execution of this Agreement, unless such understanding or representations by CMAP are expressly stated in this Agreement.

d. Changes: CMAP and the GOVERNMENTAL BODY may, from time to time, order work suspension or make any change in the general scope of this Agreement including, but not limited to, changes, as applicable, in the drawings, specifications, delivery schedules or any other particular of the description, statement of work or provisions of this Agreement. A written amendment will be prepared for Agreement between CMAP and the GOVERNMENTAL BODY for changes in scope and/or time. No amendments are effective until there is a written Agreement that has been signed by both parties.

e. Changes to any portion of this Agreement shall not be binding upon CMAP and the GOVERNMENTAL BODY except when specifically confirmed in writing by an authorized representative of CMAP and the GOVERNMENTAL BODY.

2. **Compliance/Governing Law.** The terms of this Agreement shall be construed in accordance with the laws of the State of Illinois. Any obligations and services performed under this Agreement shall be performed in compliance with all applicable state and federal laws.
3. **Allowable Charges.** No expenditures or charges shall be included in the cost of the Project and no part of the money paid to CMAP shall be used for expenditures or charges that are: (i) contrary to provisions of this Agreement or the latest budget approved by a duly-authorized official of CMAP and the GOVERNMENTAL BODY; (ii) not directly for carrying out the Project; (iii) of a regular and continuing nature, except that of salaries and wages of appointed principal executives of CMAP who have not been appointed specifically for the purposes of directing the Project, who devote official time directly to the Project under specific assignments, and respecting whom adequate records of the time devoted to and services performed for the Project are maintained by CMAP may be considered as proper costs of the Project to the extent of the time thus devoted and recorded if they are otherwise in accordance with the provisions hereof; or (iv) incurred without the consent of CMAP after written notice of the suspension or termination of any or all of CMAP's obligations under this Agreement.
4. **Audits.** The records and supportive documentation for all completed projects are subject to an on-site audit by CMAP and the GOVERNMENTAL BODY. CMAP and the GOVERNMENTAL BODY reserve the right to inspect and review, during normal working hours, the work papers of the independent auditor in support of their audit report.
5. **Access to Records.** CMAP and the GOVERNMENTAL BODY shall maintain, for a minimum of **five years** after the completion of the Agreement, adequate books, records and supporting documents related to the Agreement which shall be made available for review upon request. Failure to maintain the books, records and supporting documents required by this Section shall establish a presumption in favor of CMAP for the recovery of any funds paid by CMAP under the Agreement for which adequate books, records and supporting documentation are not available to support their purported disbursement. In addition:
  - (1) If any litigation, claim or audit is started before the expiration of five-year period, the records shall be retained until all litigation, claims or audit findings involving the records have been resolved.
  - (2) Records for nonexpendable property acquired with federal funds shall be retained for three (3) years after its final disposition.

The GOVERNMENTAL BODY and CMAP shall include in all subcontracts, if any, under this Agreement a provision that CMAP and the GOVERNMENTAL BODY will have full access to and the right to examine any pertinent books, documents, papers, and records of any such subcontractors involving transactions related to the subcontract for three (3) years from the final payment under that subcontract except that:

- (1) If any litigation, claim or audit is started before the expiration of the three-year period, the records shall be retained until all litigation, claims or audit findings involving the records have been resolved.
- (3) Records for nonexpendable property acquired with federal funds shall be retained for three (3) years after its final disposition.

The term "subcontract" as used in this clause excludes purchase orders not exceeding \$2,500.

6. **Procurement Procedures.** All procurement transactions for Contractual Services, Commodities and Equipment shall be conducted in a manner that provides maximum open and free competition. The GOVERNMENTAL BODY and CMAP shall also meet the following minimum procedural requirements.
  - a. Subcontracting: Subcontracting, assignment or transfer of all or part of the interests of CMAP concerning any of the obligations covered by this Agreement is prohibited without prior written consent of the GOVERNMENTAL BODY.
  - b. Procurement of Goods or Services: For purchases of products or services with any Agreement funds that cost more than \$3,000 but less than the simplified acquisition threshold fixed at 41 U.S.C. 403 (11), (currently set at \$100,000), CMAP shall obtain price or rate quotations from an adequate number (at least three) of qualified sources. Procurement of products or services with any Agreement funds that are in excess of \$100,000 will require CMAP to use the Invitation for Bid process or the Request for Proposal process. In the absence of formal codified procedures, the procedures of CMAP will be used. CMAP may only procure products or services from one source with any Agreement funds if: (1) the products or services are available only from a single source; or (2) after solicitation of a number of sources, competition is determined inadequate.
  - c. Records. CMAP and the GOVERNMENTAL BODY shall maintain records sufficient to detail the significant history of procurements. These records shall include, but are not necessarily limited to: information pertinent to rationale for the method of procurement, selection of contract type, contractor selection or rejection, and basis for the cost or price.
  - d. No CMAP or GOVERNMENTAL BODY employee shall participate in the procurement of products or services if a conflict of interest, real or apparent, would be involved. No employee shall solicit or accept anything of monetary value from bidders or suppliers.
7. **Equipment Inventory.** An inventory of non-expendable personal property having a useful life of more than two years and an acquisition cost of \$500 or more is subject to periodic inspection by CMAP and the GOVERNMENTAL BODY.
8. **Method of Payment.** Project expenditures are paid directly from federal and/or state or GOVERNMENTAL BODY funds. Because CMAP is responsible for obtaining federal reimbursement for project expenditures, it is necessary that CMAP monitor all procedures and documents which will be used to claim and support project-related expenditures.
9. **Suspension.** If the either party fails to comply with the special conditions and/or the general terms and conditions of this Agreement, either party may, after written notice to the other party, suspend the Agreement, pending corrective action by the other party. If corrective action has not been completed within sixty (60) calendar days after service of written notice of suspension, either party shall notify the other party in writing that the Agreement has been terminated by reason of default in accordance with paragraph 10 hereof.

**10. Termination.**

- a. This Agreement may be terminated in whole or in part in writing by either party in the event of substantial failure (hereinafter termed "Termination by Default") by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no such termination may be affected unless the other party is given (i) not less than seven (7) calendar days written notice (delivered by certified mail, return receipt requested) of intent to Termination by Default, and (ii) an opportunity for consultation with the terminating party prior to Termination by Default.
- b. This Agreement may be terminated in whole or in part in writing by either party for its convenience (hereinafter termed "Termination for Convenience"), provided that the other party is given not less than seven (7) calendar days written notice (delivered by certified mail, return receipt requested) of intent to terminate.
- c. Upon notice of termination action pursuant to paragraphs (a) or (b) of this clause, CMAP shall (i) promptly discontinue all services affected (unless the notice directs otherwise) and (ii) deliver or otherwise make available to the GOVERNMENTAL BODY all data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by CMAP in performing this Agreement, whether completed or in process.

**11. Remedies.** Except as may be otherwise provided in this Agreement, all claims, counterclaims, disputes and other matters in question between CMAP and the GOVERNMENTAL BODY arising out of or relating to this Agreement or the breach thereof will be decided by arbitration. If the parties hereto mutually agree, a request for remedy may be sought from a court of competent jurisdiction within the State of Illinois, County of Cook.

**12. Equal Employment Opportunity.** The GOVERNMENTAL BODY and CMAP will comply with Executive Order 11246 entitled "Equal Employment Opportunity," as amended by U.S. Department of Labor regulations (41 CFR Part 60) and the Illinois Human Rights Act or the Rules and Regulations of the Illinois Department of Human Rights. In connection with the execution of this Agreement, the GOVERNMENTAL BODY and CMAP shall not discriminate against any employee or an applicant for employment because of race, color, religion, sex, sexual orientation, marital status, national origin or ancestry, citizenship status, age, physical or mental disability unrelated to ability, military status or an unfavorable discharge from military service. The GOVERNMENTAL BODY and CMAP shall take affirmative actions to insure that applicants are employed and that employees are treated during their employment without regard to their race, color, religion, sex, sexual orientation, marital status, national origin or ancestry, citizenship status, age, physical or mental disability unrelated to ability, military status or an unfavorable discharge from military service. Such actions shall include, but not be limited to, employment, promotion, demotion, transfer, recruitment, recruitment advertising, layoff, termination, rates of pay, other forms of compensation, and selection for training or apprenticeship. The GOVERNMENTAL BODY and CMAP shall cause the provisions of this paragraph to be inserted into all subcontractors' work covered by this Agreement so that such provisions will be binding upon each subcontractor, provided that such provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

**13. Small and Minority Business Enterprise.** In connection with the performance of this Agreement the GOVERNMENTAL BODY will cooperate with CMAP in meeting its commitments and goals with respect to the maximum utilization of small business and minority business enterprises, and will use its best efforts to insure that small business and minority business enterprises shall have the maximum practicable opportunity to compete for subcontract work under this Agreement.

**14. Political Activity.** No portion of funds for this Agreement shall be used for any partisan political activity or to further the election or defeat of any candidate for public office.

**15. Prohibited Interest.**

- a. No officer or employee of CMAP or the GOVERNMENTAL BODY and no member of its governing body and no other public official of any locality in which the Project objectives will be carried out who exercises any functions or responsibilities in the review or approval of the undertaking or carrying out of such objectives shall (i) participate in any decision relating to any subcontract negotiated under this Agreement which affects his or her personal interest or the interest of any corporation, partnership or

association in which he or she is, directly or indirectly, interested; or (ii) have any financial interest, direct or indirect, in such subcontract or in the work to be performed under such contract.

b. No member of or delegate of the Illinois General Assembly or the Congress of the United States of America, and no federal Resident Commissioner, shall be admitted to any share hereof or to any benefit arising herefrom.

c. The GOVERNMENTAL BODY and CMAP warrants and represents that no person or selling agency has been employed or retained to solicit or secure this Agreement, upon an agreement or understanding for a commission, percentage, bonus, brokerage or contingent fee, or gratuity, excepting its bona fide employees. For breach or violation of this warranty CMAP or the GOVERNMENTAL BODY shall have the right to annul this Agreement without liability or, at its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such commission, percentage bonus, brokerage or contingent fee, or gratuity.

16. **Conflict of Interest.** In order to avoid any potential conflict of interest, the GOVERNMENTAL BODY and CMAP agree during the term of this Agreement not to undertake any activities which could conflict directly or indirectly with the interest of CMAP or the GOVERNMENTAL BODY. The GOVERNMENTAL BODY shall immediately advise CMAP of any such conflict of interest. CMAP shall make the ultimate determination as to whether a conflict of interest exists.
17. **Ownership of Documents/Title of Work.** All documents, data and records produced by the GOVERNMENTAL BODY or CMAP in carrying out the obligations and services hereunder, without limitation and whether preliminary or final, shall become and remain the property of CMAP and the GOVERNMENTAL BODY. CMAP and the GOVERNMENTAL BODY shall have the right to use all such documents, data and records without restriction or limitation and without additional compensation. All documents, data and records utilized in performing research shall be available for examination by CMAP or the GOVERNMENTAL BODY upon request. Upon completion of the services hereunder or at the termination of this Agreement, all such documents, data and records shall, at the option of CMAP or the GOVERNMENTAL BODY, be appropriately arranged, indexed and delivered to CMAP and the GOVERNMENTAL BODY.
18. **Publication.** CMAP and the GOVERNMENTAL BODY shall have royalty-free, nonexclusive and irrevocable license to reproduce, publish, disclose, distribute, and otherwise use, in whole or in part, any reports, data or other materials specifically prepared under this Agreement, and to authorize other material to do so. The GOVERNMENTAL BODY and CMAP shall include provisions appropriate to effectuate the purpose of this clause in all subcontracts for work under this Agreement.
19. **Confidentiality Clause.** Any documents, data, records, or other information given to or prepared by the GOVERNMENTAL BODY or CMAP pursuant to this Agreement shall not be made available to any individual or organization without prior written approval by CMAP or the GOVERNMENTAL BODY. All information secured in connection with the performance of services pursuant to this Agreement shall be kept confidential unless disclosure of such information is approved in writing by CMAP or the GOVERNMENTAL BODY. Nothing in these restrictions interfere with the lawful obligation to respond to FOIA requests.
20. **Reporting/Consultation.** The GOVERNMENTAL BODY shall consult with and keep CMAP fully informed as to the progress of all matters covered by this Agreement.
21. **Identification of Documents.** All reports, maps, and other documents completed as part of this Agreement, other than documents exclusively for internal use within CMAP or the GOVERNMENTAL BODY offices, shall carry the following notation on the front cover or a title page or, in the case of maps, in the same area which contains the name of the GOVERNMENTAL BODY. "This material was prepared in consultation with CMAP, the Chicago Metropolitan Agency for Planning, (<http://www.cmap.illinois.gov>)."
22. **Force Majeure.** Either party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by a cause beyond its control including, but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the Federal, state or local government; national fuel shortage; or a material act of omission by the other party; when satisfactory evidence of such cause is presented to the other party, and provided further

that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.

23. **Workers' Compensation Insurance.** The GOVERNMENTAL BODY, shall, at their own expense, obtain and maintain Workers' Compensation insurance to cover persons employed in connection with services under this agreement. The limits for the Worker's Compensation coverage shall be no less than the statutory limits required by the State of Illinois. A certificate of insurance must be included with this contract.

24.

25. **Federal, State and Local Laws.** CMAP and the GOVERNMENTAL BODY warrant that in the performance of this Agreement they shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder. Since laws, regulations, directives, etc. may be modified from time-to-time, CMAP and the GOVERNMENTAL BODY shall be responsible for compliance as modifications are implemented. The CMAP or the GOVERNMENTAL BODY'S failure to comply shall constitute a material breach of this contract.

**Hold Harmless and Indemnity.** The GOVERNMENTAL BODY shall indemnify, defend and hold harmless CMAP, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss, or damages, bodily injuries, including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct of the GOVERNMENTAL BODY, its officers, directors, employees, agents, subcontractors or suppliers, in connection with or arising out of the performance of this Agreement.

CMAP shall indemnify, defend and hold harmless the GOVERNMENTAL BODY, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss, or damages, bodily injuries, including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct of CMAP, its officers, directors, employees, agents, subcontractors or suppliers, in connection with or arising out of the performance of this Agreement.

26.

27. **Equal Employment Opportunities -- Affirmative Action Sexual Harassment.** CMAP and the GOVERNMENTAL BODY must comply with the Illinois Board of Human Rights Act and rules applicable to public funds, including equal employment opportunity, refraining from unlawful discrimination, and having written sexual harassment policies (775 ILCS 5/2-105).

28. **International Boycott.** The GOVERNMENTAL BODY and CMAP certify that neither or any substantially owned affiliate is participating or shall participate in an international boycott in violation of the U.S. Export Administration Act of 1979 or the applicable regulations of the U.S. Department of Commerce. This applies to contracts that exceed \$10,000 (30 ILCS 582).

29. **Forced Labor.** The GOVERNMENTAL BODY and CMAP certify it complies with the State Prohibition of Goods from forced Labor Act, and certifies that no foreign-made equipment, materials, or supplies furnished to CMAP or the GOVERNMENTAL BODY under this Agreement have been or will be produced in whole or in part by forced labor, or indentured labor under penal sanction (30 ILCS 583).

30.

### **Part 3:        Responsibilities/Scope of Work**

On July 16, 2015, The U.S. Department of Housing and Urban Development (hereinafter "HUD"), published its final rule on 24 CFR Parts 5,91,92,570,575,576 and 903 on Affirmatively Furthering Fair Housing (hereinafter "AFFH") to affirmatively further the purposes of the Fair Housing Act, title VIII of the Civil Rights Act of 1968, that requires participating jurisdictions and public housing authorities to develop Assessments of Fair Housing (hereinafter "AFH").

The purpose of this intergovernmental agreement is to facilitate a means of cooperation and collaboration to assist participating jurisdictions and public housing authorities in drafting a regional AFH.

The GOVERNMENTAL BODY shall perform and carry out in a satisfactory and proper manner, as determined by CMAP, the following:

- A. Resources.** The project scope of work (Attachment 1), including staffing, timelines, public engagement schedules, and commitment of other resources by CMAP or the GOVERNMENTAL BODY, will be finalized prior to beginning work. All work performed by CMAP will be consistent with the scope of work. Changes to the scope of work must be jointly agreed to by CMAP and the GOVERNMENTAL BODY.
- B. Data Sharing.** The GOVERNMENTAL BODY will provide access to all relevant data, reports, and other information that is necessary for CMAP to conduct its work within two weeks of receiving a request from CMAP. The GOVERNMENTAL BODY will allocate sufficient time by its staff and leadership to interact with CMAP on the activities in the scope of work and to review and comment on the materials produced. The GOVERNMENTAL BODY commits to participate actively in the project, make time available at relevant meetings for discussion, and involve its leadership in the project process.
- C. Public Outreach.** The GOVERNMENTAL BODY agrees actively to participate in and conduct public outreach and engagement efforts, including assisting in disseminating project and meeting information, attending, holding, and conducting public meetings, and providing key stakeholder contact information.
- D. Plan Adoption.** The GOVERNMENTAL BODY, shall facilitate the plan adoption process, including scheduling, noticing, and holding local public hearings, as well as all scheduling, noticing, and holding of adoption meetings. For CMAP to submit the completed AFH on behalf of the GOVERNMENTAL BODY, the GOVERNMENTAL BODY shall have adopted the AFH no later than November 1, 2019.

CMAP shall perform and carry out in a satisfactory and proper manner, the following:

- A. Public Outreach.** CMAP shall provide, in cooperation with the GOVERNMENTAL BODY, broad and continuous public outreach which will include web surveys, small group discussions and large public meetings. Public outreach activities shall be targeted to traditionally underrepresented populations.
- B. Existing Conditions Report:** CMAP shall conduct an assessment of the existing conditions of fair housing in the region. This shall include, patterns of integration and segregation; racially or ethnically concentrated areas of poverty; disparities in access to transit, jobs and economic opportunity; and disproportionate housing needs.
- C. Plan Development.** CMAP shall, in cooperation with the GOVERNMENTAL BODY, provide recommendations with regard to regional and local projects, programs and policies to address issues identified during the existing conditions phase of the project.
- D. Plan Adoption and HUD Review.** CMAP shall, in cooperation with the GOVERNMENTAL BODY, foster the local and regional plan adoption process. CMAP shall, in cooperation with the GOVERNMENTAL BODY, facilitate open houses. CMAP shall also, in cooperation with the GOVERNMENTAL BODY, submit final plans to HUD for review and acceptance.
- E. PROJECT MANAGEMENT.** CMAP will have lead responsibility for project management. CMAP shall in all reasonable ways coordinate and work with the GOVERNMENTAL BODY staff as the project proceeds. The GOVERNMENTAL BODY in all reasonable ways shall cooperate with CMAP and the CONTRACTOR. CMAP shall require the CONSULTANT, if any, to provide GOVERNMENTAL BODY with all of the CONSULTANTS deliverables at the same time they are delivered to CMAP. CMAP and GOVERNMENTAL BODY shall notify the other of all scheduled PROJECT related meetings with the CONSULTANT to enable the other to attend the meetings if desired.



**Part 4.        Compensation for Services**

The GOVERNMENTAL BODY agrees to the fee of \$1,000, which will be paid in two installments. The FY18 installment payment, in the amount of \$500.00, will be paid by the GOVERNMENTAL BODY to CMAP within thirty (30) days of receipt of the invoice. The FY19 installment, in the amount of \$500.00, will be paid by the GOVERNMENTAL BODY to CMAP within thirty (30) days of receipt of the invoice. The invoices will be sent to the person listed on ATTACHMENT 2.

ATTACHMENT 1 Project Scope of Work

**ATTACHMENT 2:**

Invoice Information

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Return this completed form to:

Finance Department  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Dr., Suite 800  
Chicago, IL 60606



**Item:** Destruction of Closed Session Recordings

**Department:** Village Clerk

In accordance with State Statute, the Village Board may authorize destruction of Closed Session Recordings for meetings which were held at least 18 months ago and for which the minutes have been approved. The recordings for the meetings of 11/2/15, 12/21/15, 1/4/16, 1/19/16, 2/16/16 and 3/7/16 meet those parameters.

**Recommendation**

It is recommended that the Village Board authorize the destruction of the recordings for the Closed Session meetings held on 11/2/15, 12/21/15, 1/4/16, 1/19/16, 2/16/16 and 3/7/16.

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**Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



**Item:** Aldi Store - 550 E. Golf Rd. - Sign Variation - DC#17-111

**Department:** Planning & Community Development

### **Requested Action**

#### **South Elevation:**

1. A variation from Chapter 30, section 30-402 Number, to allow two wall signs on the south elevation, where only one wall sign is allowed.
2. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 75 sf wall sign on the south elevation, where 50 sf maximum is allowed.
3. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 81.5 sf wall sign on the south elevation, where 0 sf is allowed.

#### **East Elevation:**

4. A variation from Chapter 30, section 30-402 Number, to allow two wall signs on the east elevation, where only one wall sign is allowed.
5. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 75 sf wall sign on the east elevation, where 50 sf maximum is allowed.
6. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 81.5 sf wall sign on the east elevation, where 0 sf is allowed.

### **Recommendation**

A public hearing was held by the Design Commission on September 26, 2017 where Commissioner Kingsley moved and Commissioner Eckhardt seconded:

A motion to recommend to the Village Board of Trustees, approval of the following sign variation requests for the Aldi Store located at 550 E. Golf Road:

#### **SOUTH ELEVATION:**

1. A variation from Chapter 30, Section 30-402 Number, to allow 2 wall signs on the south elevation, where only 1 wall sign is allowed.
2. A variation from Chapter 30, Section 30-403a Dimensions, to allow a 76 sf wall sign on the south elevation, where 50 sf maximum is allowed.

3. A variation from Chapter 30, Section 30-403a Dimensions, to allow a 93.6 sf wall sign on the south elevation, where only 1 wall sign is allowed.

**EAST ELEVATION:**

4. A variation from Chapter 30, Section 30-402 Number, to allow 2 wall signs on the east elevation, where only 1 wall sign is allowed.

5. A variation from Chapter 30, Section 30-403a Dimensions, to allow a 76 sf wall sign on the east elevation, where 50 sf maximum is allowed.

6. A variation from Chapter 30, Section 30-403a Dimensions, to allow a 93.6 sf wall sign on the east elevation, where 0 sf is allowed.

This recommendation is subject to compliance with the revised elevation 'Exhibit A' received on 9/26/17, Design Commission recommendations, compliance with all applicable Federal, State and Village codes, regulations, and policies, the issuance of all required permits, and the following:

7. 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.

Roll Call Vote: Commissioners Kubow, Kingsley, Eckhardt and Chair Fitzgerald voted in favor. Motion carried.

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**Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

**ATTACHMENTS:**

**Description**

Staff Report

DC Minutes 9-26-17

Exhibit A

**Type**

Board or Commission Report

Minutes

Exhibits

Drawings & Documents  
Hardship Letter  
Photos of Surrounding Properties  
DC Timeline Tracker

Exhibits  
Correspondence  
Exhibits  
Exhibits

## STAFF DESIGN COMMISSION REPORT

### PROJECT INFORMATION:

**Project Name:** Aldi – Sign Variation  
**Project Address:** 550 E. Golf Road  
**Prepared By:** Steve Hautzinger

**Date Prepared:** September 18, 2017

### Requested Action(s):

#### South Elevation:

1. A variation from Chapter 30, section 30-402 Number, to allow two wall signs on the south elevation, where only one wall sign is allowed.
2. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 75 sf wall sign on the south elevation, where 50 sf maximum is allowed.
3. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 81.5 sf wall sign on the south elevation, where 0 sf is allowed.

#### East Elevation:

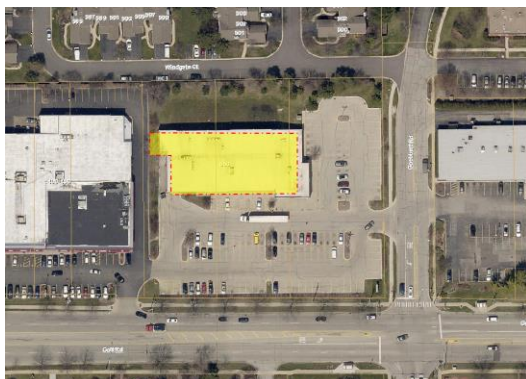
4. A variation from Chapter 30, section 30-402 Number, to allow two wall signs on the east elevation, where only one wall sign is allowed.
5. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 75 sf wall sign on the east elevation, where 50 sf maximum is allowed.
6. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 81.5 sf wall sign on the east elevation, where 0 sf is allowed.

## ANALYSIS:

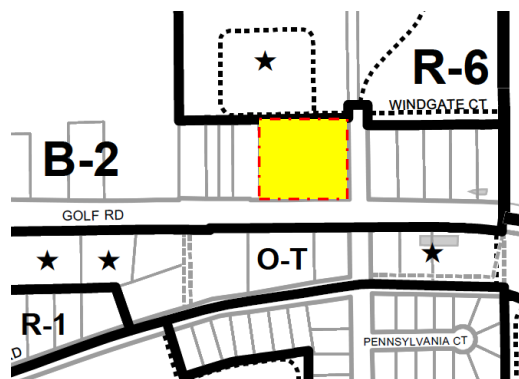
### Summary

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 an addition to the front of the existing Aldi grocery store which includes a new façade and new wall signage. The building is free-standing and has street frontages on Golf Road and Goebbert Road. The building currently has code compliant wall signage with one 50 sf "Aldi" wall sign facing each street frontage. New larger 75 sf "Aldi" wall signs are proposed to replace the existing signs, and new decorative halo-lot logo discs are proposed adjacent to the "Aldi" signs.



Aerial of Property



Zoning Map of Property



**Surrounding Land Uses:**

| <b>Direction</b>        | <b>Existing Zoning</b>              | <b>Existing Use</b>                     | <b>Comprehensive Plan</b>     |
|-------------------------|-------------------------------------|-----------------------------------------|-------------------------------|
| <b>Subject Property</b> | B-2, General Business District      | Aldi                                    | Commercial                    |
| <b>North</b>            | R-6, Multi-Family Dwelling District | Multi-Family Townhomes and Condominiums | Moderate Density Multi-Family |
| <b>South</b>            | O-T, Office Transitional            | Multi-tenant offices                    | Offices only                  |
| <b>East</b>             | B-2, General Business District      | Multi-tenant Retail Center              | Commercial                    |
| <b>West</b>             | B-2, General Business District      | Valli Produce                           | Commercial                    |

**WALL SIGN SUMMARY:**

**Table 1: Aldi - Proposed Wall Signs**

| <b>ELEVATION / FRONTAGE</b><br><br><b>One wall sign allowed per street frontage.</b> | <b>PROPOSED SIGN</b> | <b>SIGNABLE AREA</b> | <b>25% ALLOWED BY CODE</b> | <b>EXISTING SIZE</b> | <b>PROPOSED SIZE</b> | <b>REMARKS</b>                                                 |
|--------------------------------------------------------------------------------------|----------------------|----------------------|----------------------------|----------------------|----------------------|----------------------------------------------------------------|
| South Elevation / Golf Road                                                          | ALDI with logo       | 200 sf               | 50 sf max.                 | 50 sf                | 75 sf<br>(38%)       | Variation required for size.                                   |
| South Elevation / Golf Road                                                          | logo discs           | 182.75 sf            | 0 sf max.<br>(25% is 45.7) | NA                   | 81.5 sf<br>(45%)     | Variation required for number.<br>Variation required for size. |
| East Elevation / Goebbert Road                                                       | ALDI with logo       | 200 sf               | 50 sf max.                 | 50 sf                | 75 sf<br>(38%)       | Variation required for size.                                   |
| East Elevation / Goebbert Road                                                       | logo discs           | 182.75 sf            | 0 sf max.<br>(25% is 45.7) | NA                   | 81.5 sf<br>(45%)     | Variation required for number.<br>Variation required for size. |
| <b>TOTAL</b>                                                                         |                      |                      | 100 sf                     | 100 sf               | 313 sf               |                                                                |

**Table 2: Grocery Store Signage Comparison**

| Grocery Stores                               | Approximate Size of Building | Total Number of Wall Signs                                         | Total Square Footage of Wall Signs | REMARKS                                  |
|----------------------------------------------|------------------------------|--------------------------------------------------------------------|------------------------------------|------------------------------------------|
| Jewel Osco,<br>440 E. Rand Rd.               | 69,000 sf                    | <b>3</b><br>(single frontage)                                      | 349.8 sf                           | Variations approved 1990.                |
| Mariano's,<br>802 E. Northwest Hwy.          | 65,350 sf                    | <b>2</b><br>(1 on east frontage)<br>(1 on south frontage)          | 265.2 sf                           |                                          |
| Jewel Osco,<br>1860 S. Arlington Heights Rd. | 58,900 sf                    | <b>4</b><br>(3 on east frontage)<br>(1 on south frontage)          | 511.1 sf                           | Variations approved 2008.                |
| Dominick's (closed),<br>325 E. Palatine Rd.  | 49,500 sf                    | <b>5</b><br>(single frontage)                                      | 386.2 sf                           | Variations approved 2007.                |
| Valli Produce,<br>450 E. Golf Rd.            | 33,900 sf                    | <b>1</b><br>(single frontage)<br>(plus numerous awning signs)      | 202.0 sf                           |                                          |
| Jewel Osco,<br>122 N. Vail Ave.              | 25,750 sf                    | <b>4</b><br>(3 on east frontage)<br>(1 on north frontage)          | 137.6 sf                           | Variations approved 2009.                |
| <b>Aldi,<br/>550 E. Golf Rd.</b>             | 19,374 sf                    | <b>4 proposed</b><br>(2 on east frontage)<br>(2 on south frontage) | 313.0 sf                           | Variations required for number and size. |
| Trader Joes,<br>17 W. Rand Rd.               | 18,077 sf                    | <b>2</b><br>(1 on north frontage)<br>(1 facing parking)            | 197.5 sf                           |                                          |

**Sign Variation Criteria:**

The Village Sign Code, Chapter 30, Section 30-901 sets out the criteria for granting a sign variation.

- a. *That the particular difficulty or peculiar hardship is not self-created by the Petitioner.*
- b. *That the granting of said variation will not create a traffic hazard, a depreciation of nearby property values or otherwise be detrimental to the public health, safety, morals and welfare;*
- c. *That the variation will serve to relieve the Petitioner from a difficulty attributable to the location, topography, circumstances on nearby properties or other peculiar hardship, and will not merely serve to provide the Petitioner with a competitive advantage over similar businesses;*
- d. *That the variation will not alter the essential character of the locality;*
- e. *That the Petitioner's business cannot reasonably function under the standards of this chapter.*

The petitioner has submitted a letter addressing the hardship criteria with highlights as follows:

- The building size and setbacks justify the quantity and size of the requested signs.
- The requested signs are per Aldi's national corporate standards.
- The new modern signage will enhance the character of the area.
- The proposed signage is required to properly identify the business.

Staff agrees that the proposed signage is consistent with Aldi's national brand standards, and the new signage will enhance the appearance of the building, especially at night, but the amount of signage requested is three times the current amount on the building.

The proposed number and size of wall signs is similar to other previously approved grocery store sign variations, but the amount of signage is significantly larger than other grocery stores of comparable size.

Staff does not object to some amount of variations, but the requested amount is excessive.

Options to consider:

1. Reduce the size of the signs.
2. Reduce the number of signs.
3. Omit the second wall sign on the east elevation.

**RECOMMENDATION**

It is recommended that the Design Commission **evaluate** the requested wall sign variations for *Aldi* at 550 E. Golf Road. This recommendation is based on the plans received 9/5/17, Federal, State, and Village Codes, regulations, and policies, the issuance of all required permits, and the following:

1. Consider reducing the size of the signs.
2. Consider reducing the number of signs.
3. Consider omitting the second wall sign on the east elevation.
4. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, 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.

\_\_\_\_\_, September 18, 2017

Steve Hautzinger AIA, Design Planner  
Department of Planning & Community Development

c: Charles Witherington-Perkins, Director of Planning and Community Development, Petitioner, DC File 17-111

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 7. COMMERCIAL REVIEW & SIGN VARIATION REVIEWDC#17-104 & 17-111 – Aldi Store – 550 E. Golf Rd.

Chris Stair & Tom Strehmann, representing *Aldi*, and T. J. Doyle, representing *Doyle Signs*, and David McCallum, representing *McCallum Associates*, were present on behalf of the project.

Chair Fitzgerald asked if there was any public comment on the project and there was a response from the audience.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to expand an existing 16,079 sf Aldi grocery store with a 3,287 sf building addition for a total building area of 19,366 sf. The scope of the project also includes new signage, which requires sign variations. The existing parking lot will be modified only as needed to accommodate the new addition. The proposed addition complies with the B-2, General Business, zoning district requirements.

The existing building design is unremarkable with a simple entry design and red brick exterior walls. The proposed addition will extend across the entire front wall of the building facing Golf Road, creating an entirely new façade. The addition includes a new enhanced entry feature with a “bright silver” aluminum entrance canopy and wall cladding above a new clear anodized storefront entrance. Dark brown brick is proposed as an accent material on the vertical piers at the entry and across the front of the building.

While the new entrance is nicely designed, the rest of the building walls are flat brick walls, which lack detail and interest. Other Aldi stores include high transom windows across the front wall which adds interest to the design. It is recommended that high transom windows be added to this project, similar to the photo shown in the Staff report; however, the petitioner has indicated that this will create an issue with the interior of the store. There will be three new rooftop mechanical units that will be screened from view with equipment screens attached to the units. Trash will be stored within an existing trash enclosure located on the west side of the building.

With regards to landscaping, code requires that all landscape islands contain shade trees, and that the perimeter of the parking lot be screened with a continuous three-foot tall landscape hedge. Overall, the landscaping on the site is well maintained, but some of the landscape islands are missing shade trees, and there are some gaps in the perimeter hedge screen along Goebbert Road. The petitioner is proposing to add six shade trees where they are missing in the landscape islands, but three additional trees are required to be added in the remaining landscape islands. Also, the gaps in the perimeter hedge screen along Goebbert Road need to be filled in. Finally, it is recommended that a variety of shrubs and perennials be added around the ground sign at the southeast corner of the site to enhance the appearance.

Staff would recommend approval of the proposed architectural design for the addition, with the recommendation to add transom windows at the top of the wall along the south elevation, provide 3 additional shade trees in the remaining landscape islands, fill in the gaps in the perimeter hedge screen along Goebbert Road, and provide a variety of shrubs and perennials around the ground sign at the southeast corner of the site.

New wall signage is being proposed as part of the new façade and entry. The building currently has code compliant wall signage with one 50 sf “Aldi” wall sign facing each street frontage. New larger 75 sf “Aldi” wall signs are proposed to replace the existing signs, and new decorative halo-lit logo discs are proposed adjacent to the “Aldi” signs.

The requested sign variations are as follows:

South Elevation:

1. A variation from Chapter 30, section 30-402 Number, to allow two wall signs on the south elevation, where only one wall sign is allowed.
2. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 75 sf wall sign on the south elevation, where 50 sf maximum is allowed.

3. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 81.5 sf wall sign on the south elevation, where 0 sf is allowed.

East Elevation:

4. A variation from Chapter 30, section 30-402 Number, to allow two wall signs on the east elevation, where only one wall sign is allowed.
5. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 75 sf wall sign on the east elevation, where 50 sf maximum is allowed.
6. A variation from Chapter 30, section 30-403.a Dimensions, to allow a 81.5 sf wall sign on the east elevation, where 0 sf is allowed.

The petitioner has submitted a letter addressing the hardship criteria with highlights as follows:

- The building size and setbacks justify the quantity and size of the requested signs.
- The requested signs are per Aldi's national corporate standards.
- The new modern signage will enhance the character of the area.
- The proposed signage is required to properly identify the business.

Staff agrees that the proposed signage is consistent with Aldi's national brand standards, and the new signage will enhance the appearance of the building, especially at night, but the amount of signage requested is three times the current amount on the building. The proposed number and size of wall signs is similar to other previously approved grocery store sign variations, but the amount of signage is significantly larger than other grocery stores of comparable size. Staff does not object to some amount of variations, but the requested amount is excessive.

Staff recommends the Design Commission evaluate the requested wall sign variations and consider the following options:

1. Reduce the size of the signs.
2. Reduce the number of signs.
3. Omit the second wall sign on the east elevation.

Mr. Stair said that Aldi started a national remodel program in early 2016, to remodel all of their stores around the country within 3 years. Stores are either being remodeled with an expansion and new technology, or closed based on performance, or relocated to another location. This store in Arlington Heights performs well and they want to maintain their long standing relationship with the community by proposing this remodel. He presented a revised drawing showing the new corporate identity that was rolled out nationwide a few weeks ago.

Mr. Stair explained that their new ground-up stores have transom windows on the short wall; however, transom windows were not approved by corporate to roll out on the remodeled stores, and the new interior design of the store will interfere with transom windows. Accent brick is being proposed on the pilasters for contrast. They have no issue with the landscaping suggestions from Staff.

Mr. Doyle stated that Aldi's new program is a fantastic change from their old stores, both inside and outside. The remodeled south elevation of the building will be 170 lineal feet, and the east elevation will be 100 lineal feet. The two Aldi wall signs are designed to fit within the tower elements located at the southeast corner of the building. They believe the proposed new signage is reasonable, appropriate in area and location, as well as in relation to the overall size and setback of the building. It will provide an attractive improvement for this location.

Mr. Doyle also addressed the sign variation criteria. The sign ordinance limits one sign per street frontage and 25% of the signable area, and he felt that there are 3 signable areas on each elevation, with the wall signs being the most attractive part of the elevation. The variations, if granted, will not create a traffic hazard, depreciate property values, or be detrimental to the public health, safety, morals or welfare. The variation, if granted, will not provide Aldi with a

competitive advantage over similar businesses, but will provide continuity and compatibility with their national standards marketing image at all locations. The variation, if granted, will not alter the essential character of the locality; it will be the same store, except 100% better. If the variations are not approved, Aldi's new business and marketing image will be reduced unreasonably and destroy the public image presented by the new logo and the icons. He presented a comparison of what the new signage would look like if it were code compliant, and the signage currently proposed. He said that other major grocery stores in town have been granted variations, such as the produce store located down the street that has a large amount of awning signage. They feel their request is not unreasonable, and that the sign code does not cover every situation.

Mr. McCallum, the landscape architect for the project, addressed the landscape comments. He said that there is an existing tree in the northernmost island, and the reason trees are not shown in other islands is because there are light poles there that do not allow for sufficient room for a tree. The southernmost island does have some perennials that will remain, and additional shrubs are proposed for the northernmost island. Adding a tree to the west of the monument sign would interfere with the visibility of the monument sign when traveling west to east.

Commissioner Kubow liked the simple and utilitarian architecture of the building, which is cost effective and similar to the shopping experience at Aldi, which he respects. He felt that an Aldi store has a very distinct look to it, especially the logo, which is a classic 60's or 70's design. Mr. Stair clarified that the logo was revised on the drawing he presented tonight, and Commissioner Kubow felt it still had a classic color scheme. In terms of signage, Commissioner Kubow was in support of what is being proposed as well as the code compliant option that was presented tonight by the petitioner. He had no issue accepting the sign variations because he felt the logo discs were more of an icon graphic and not necessarily signage. For that reason alone, he was okay with what is being proposed, although he liked both comparisons.

Commissioner Kingsley felt it was a great addition and had no issue with the new building design being rolled out nationwide by Aldi; she also liked the materials. She did not mind the wall sign, although she asked if the revised Aldi sign presented tonight was the same size as the previous new wall sign, and if the background panel of the tower was the same size. Mr. Stair replied that the size of the Aldi sign and the size of the background panel did not change. Commissioner Kingsley also asked about the material of the 3 logos discs, and the color of the coping at the top of the building. Mr. Stair replied that the logos would brushed aluminum mounted on a fiber cement board wall cladding, the coping would be 'Slate' grey aluminum, and the doors would be "Keystone" gray.

Mr. Hautzinger asked for clarification of the style of wall sconce light fixtures being proposed, which were inconsistent between the drawings submitted and the reference photos of an Aldi store at another location. The petitioner stated that the reference photo accurately reflected the location and type of the light fixtures being proposed for the building. Commissioner Kingsley liked the fixtures being proposed, but was concerned that some of them were not dark sky compliant. She also asked about the rooftop screening, and the petitioner said it would be a horizontal composite wall screen. Commissioner Kingsley had no objections to the changes being made to the existing building, which were a really nice upgrade; she felt the colors were great, although she preferred the pilasters to be in the same color. Her only issues were with the exterior lights shining out, and that 3 trees be added either in the parking lot islands that are missing trees or elsewhere on the site.

Commissioner Eckhardt felt the proposed design was a great upgrade to the existing building; he liked the color palette and the 3-tiered arrival at the entrance. He supported the simple sign and the new logo discs being proposed, as well as the backlighting, and felt it was important to replicate the sign at the entrance on both sides of the building. He also supported the sign variance and felt the size of the signs were proportionately equivalent. He cautioned the petitioner about the light fixtures and uplighting, and he was interested with the concerns about dark sky compliance. Otherwise, he is in full support of the project.

Commissioner Coon asked about the clerestory windows located further down the elevation shown in the photograph of another Aldi store. The petitioner replied that clerestory windows are only used on ground-up stores, not on remodeled stores like this one, and the windows would interfere with the first aisle of the store that is located on the

south elevation. Commissioner Coon said he was struggling with the long expanse of brick on the south elevation, and pointed out that both the Valli produce store and the strip center to the west have a 'front' elevation, and Aldi does not. If the petitioner had come in with the proposed corner design on the existing building without the expansion, he would love it; it was a great improvement for that corner feature; however, he felt there was a missed opportunity to have an actual front elevation for the building. He understood the petitioner's concerns about windows interfering with product inside the building; however, there are details other than windows that can be added on the long south elevation. He pointed out that the loading already exists on the front of the building, although he liked that the new south wall projects forward and obscures some of that; however, he wanted to see more landscaping added to the west of the loading dock area to help obscure it more. With regards to signage, Commissioner Coon was not opposed to the scale of the signage if another bay of the tall wood feature wall was added and the logos were moved over; it seems too crowded as proposed. He preferred signs that are 75% of the size being proposed. He felt a lot of effort was put into the corner element of the building, and he wanted to see more of that effort put into the south elevation, given its prominence on Golf Road, whether it be through additional landscaping or an extension of the corner element.

Chair Fitzgerald was okay with the signage as proposed and felt it looked appropriate with the building. He was very much intrigued with the 3 logo discs, especially at night, and felt the material is a great contrast and interesting. He liked everything being proposed with the exception of the south elevation west of the 3 logo discs; he could not remember a project where the commissioners did not require landscaping or some details on a long expanse of wall like this. He asked the petitioner why there was no landscaping on the south elevation, from the area where the push carts are stored over to the garage door bay that is now set back. The petitioner referred to the sidewalk along the south elevation that is adjacent to the drive aisle and stated that bumping the area out for landscaping would result in the drive aisle becoming too small for trucks. Chair Fitzgerald questioned the need for a sidewalk on the south elevation, and the petitioner explained that this sidewalk would be used by customers parking at the west end of the parking lot, versus having to walk through the drive aisle to get to the front entrance.

Chair Fitzgerald wanted some kind of detail added in each of the bays on the south elevation because the majority of the building that faces Golf Road looks like it is the back or side of the building. He suggested adding a square lattice made of wood, or a round light fixture that spreads light in a circle. The petitioner replied that they were given strict instructions to not vary the design of the remodeled stores to achieve uniformity across the country. Commissioner Eckhardt pointed out that 31' is shown from the parking stall to the 5' sidewalk, which is substantially wider than a standard drive aisle, and he questioned why this would not allow for the addition of 2' for plantings. The petitioner replied that he would need to reconfirm the truck movements.

Chair Fitzgerald reiterated that he liked the building, he liked the materials, and he was okay with the signs; his only comment is about the south elevation.

#### PUBLIC COMMENT

Lynn Guercio, 588 E. Windgate Court. She is an advocate for the homeowners that live near the Aldi store and is here tonight from the perspective of a homeowner. This is a blended area, and the store is right on top of their property, and they have all kinds of issues as a result of that. When the store first moved in, it was more demure and more neighborly, and it fit in because it was less commercial and more of that blended type of community, given the fact that they are right on top of us. However, since the store first opened, the store hours have been extended, bringing trucks at all hours, some of which park on the property and idle, contributing to extra noise on their property. She said that Goebbert Road is the only road going in and out of the Wingate properties, the nursing center, the low income housing, and the Goebbert Plaza. This results in traffic light issues and difficulty exiting their property in a timely manner, with the entrance onto Goebbert Road being very steep as well. She asked if the trash area would be redesigned because it is completely unmanaged, with the Health Department out there countless times and the homeless living behind the store, there are dead trees back there, and part of the fence is falling down. She was also concerned about noise impacts from the rooftop equipment. She felt the Aldi store at this location when they first moved in was wonderful, but it has really gone downhill. Chair Fitzgerald stated that most of these concerns are not under the purview of the Commission and Staff can direct the resident to the appropriate Village contact.



The petitioner stated that screening for the rooftop equipment will be a heavy duty material that will reduce some noise, compared to having no screening, and the number of existing rooftop units will be reduced to one condenser and 2 rooftop units. They can address any truck concerns with store management. The trash enclosure will be contained by a wood fence. Commissioner Kingsley asked if the fence along the rear (north) of the property will be replaced and the petitioner replied that the existing fence will be evaluated and repaired where necessary. Commissioner Kingsley suggested a fence around the entire detention area, and a different type of material for the trash enclosure to better match the aesthetics of the building.

Commissioner Eckhardt encouraged the resident to talk with the petitioner tonight about her concerns, and contact Staff for direction on the issues not under the purview of this commission. He added that the motion will include a requirement to add landscaping along the loading dock area. He felt the changes being proposed were a great improvement to the existing store, which looks old and tired, and the changes will help everyone in the neighborhood.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR THE ADDITION TO ALDI LOCATED AT 550 E. GOLF ROAD. THIS APPROVAL IS BASED ON THE PLANS RECEIVED ON 8/16/17, THE REVISED DRAWING (EXHIBIT A) RECEIVED TONIGHT, 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 TO ADD A MINIMUM OF 60 LINEAL FEET OF LANDSCAPING AT THE LOADING DOCK, TO BE REVIEWED BY STAFF.
2. A REQUIREMENT THAT THE SOUTH ELEVATION OF THE ADDITION BE ENHANCED WITH 2 DIFFERENT BRICK TYPES AS PROPOSED, AND EITHER REMOVE THE SIDEWALK TO ALLOW FOR A 2-FOOT PLANTING BED, OR REMOVE THE SIDEWALK TO ALLOW FOR PLANT MATERIAL IN PLANTERS ON THE SIDEWALK, TO BE REVIEWED BY STAFF.
3. A REQUIREMENT TO ENHANCE THE LANDSCAPING AROUND THE 2 ISLANDS THAT HAVE LIGHT POLES, IN LIEU OF TREES.
4. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, 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.
5. ALL SIGNAGE MUST MEET CODE, PER CHAPTER 30.

Commissioner Kingsley asked that consideration be given to the exterior lighting and the 3 icon discs, that these be dark sky compliant. Also, clarification should be made that this approval is for the drawing submitted tonight (Exhibit A) that shows the wood behind the 3 logo discs, not the aluminum composite on the original proposal, as well as the different color brick on the pilasters. She also asked that the motion include a recommendation to look at the fence at the loading dock.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO AMEND THE MOTION AS FOLLOWS:

6. THAT EXTERIOR LIGHT FIXTURES BE DARK SKY COMPLIANT.
7. THAT THE PETITIONER WILL EVALUATE THE EXISTING FENCE AND REPAIR WHERE NECESSARY.

8. THAT THE PETITIONER WORK WITH STAFF TO CONSIDER A MATERIAL MORE IN CHARACTER WITH THE BUILDING (NOT WOOD) THAT IS SYMPATHETIC TO THE ADJACENT HOMES, FOR THE FENCE AROUND THE TRASH ENCLOSURE.
9. A REQUIREMENT THAT THE PETITIONER PROVIDE A VARIETY OF SHRUBS AND PERENNIALS AROUND THE GROUND SIGN AT THE SOUTHEAST CORNER OF THE SITE.

Mr. Hautzinger stated that code requires all parking islands to have a tree; therefore, the requirement to enhance the landscaping around the 2 islands that have light poles, in lieu of trees, should be a recommendation. Staff can work with the petitioner on this item.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO AMEND THE MOTION AS FOLLOWS:

3. A RECOMMENDATION TO ENHANCE THE LANDSCAPING AROUND THE 2 ISLANDS THAT HAVE LIGHT POLES, IN LIEU OF TREES.

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

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, TO RECOMMEND TO THE VILLAGE BOARD OF TRUSTEES, APPROVAL OF THE FOLLOWING SIGN VARIATION REQUESTS FOR THE ALDI STORE LOCATED AT 550 E. GOLF ROAD:

SOUTH ELEVATION:

1. A VARIATION FROM CHAPTER 30, SECTION 30-402 NUMBER, TO ALLOW TWO WALL SIGNS ON THE SOUTH ELEVATION, WHERE ONLY ONE WALL SIGN IS ALLOWED.
2. A VARIATION FROM CHAPTER 30, SECTION 30-403.A DIMENSIONS, TO ALLOW A 75 SF WALL SIGN ON THE SOUTH ELEVATION, WHERE 50 SF MAXIMUM IS ALLOWED.
3. A VARIATION FROM CHAPTER 30, SECTION 30-403.A DIMENSIONS, TO ALLOW A 81.5 SF WALL SIGN ON THE SOUTH ELEVATION, WHERE 0 SF IS ALLOWED.

EAST ELEVATION:

4. A VARIATION FROM CHAPTER 30, SECTION 30-402 NUMBER, TO ALLOW TWO WALL SIGNS ON THE EAST ELEVATION, WHERE ONLY ONE WALL SIGN IS ALLOWED.
5. A VARIATION FROM CHAPTER 30, SECTION 30-403.A DIMENSIONS, TO ALLOW A 75 SF WALL SIGN ON THE EAST ELEVATION, WHERE 50 SF MAXIMUM IS ALLOWED.
6. A VARIATION FROM CHAPTER 30, SECTION 30-403.A DIMENSIONS, TO ALLOW A 81.5 SF WALL SIGN ON THE EAST ELEVATION, WHERE 0 SF IS ALLOWED.

THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE REVISED ELEVATION 'EXHIBIT A' RECEIVED ON 9/26/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

7. 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.**

There was no second to the motion.

Mr. Hautzinger said that there needed to be clarification of the variations in light of the revised drawing (Exhibit A) that was presented tonight. The size of the Aldi wall sign was slightly increased in size from 75 sf to 76 sf, and the space between the 3 logo discs was increased from 11" to 2'-1 ¾", which adds approximately 12 sf to the overall sign area. Originally proposed, the 3 logo discs were considered to be one sign; however, increasing the space between each logo disc now made the logo discs appear like 3 separate signs, for a total of 4 signs on each elevation. He suggested two options to consider: revise the variations to show a total of 4 signs being proposed on each elevation, with the new sizes shown on Exhibit A; or continue to treat the 3 logo discs as one sign at 93.6 sf instead of 81.5 sf that was originally proposed. The Design Commission should consider that, if approved as one sign, the 3 logo discs could potentially be replaced in the future with one 93.6 sf wall sign.

Commissioner Kingsley suggested amending the motion to approve the revised Aldi wall sign at 76 sf on each elevation, and 3 individual logo disc signs at the revised size on each elevation, for a total of 8 signs. Mr. Hautzinger replied that this would change the variations to allow a total of 4 wall signs on the south and east elevation, where only 1 wall sign is allowed; allow 76 sf of wall sign on the south and east elevation, where 50 sf is allowed; allow three 24.2 sf wall signs on the south and east elevation, where 0 sf is allowed.

Commissioner Kingsley wanted to approve as 4 separate wall signs on each facade. Commissioner Eckhardt pointed out that approving them as 4 separate signs would then need to include a requirement for the spacing between the 3 logo discs, as opposed to approving them as one wall sign. He felt the logo discs looked better spaced farther apart, as shown in the revised design presented tonight, and he was more comfortable approving the variations as 2 wall signs on each elevation.

**A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER ECKHARDT, TO RECOMMEND TO THE VILLAGE BOARD OF TRUSTEES, APPROVAL OF THE FOLLOWING SIGN VARIATION REQUESTS FOR THE ALDI STORE LOCATED AT 550 E. GOLF ROAD:**

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1. A VARIATION FROM CHAPTER 30, SECTION 30-402 NUMBER, TO ALLOW TWO WALL SIGNS ON THE SOUTH ELEVATION, WHERE ONLY ONE WALL SIGN IS ALLOWED.
2. A VARIATION FROM CHAPTER 30, SECTION 30-403.A DIMENSIONS, TO ALLOW A 76 SF WALL SIGN ON THE SOUTH ELEVATION, WHERE 50 SF MAXIMUM IS ALLOWED.
3. A VARIATION FROM CHAPTER 30, SECTION 30-403.A DIMENSIONS, TO ALLOW A 93.6 SF WALL SIGN ON THE SOUTH ELEVATION, WHERE 0 SF IS ALLOWED.

**EAST ELEVATION:**

4. A VARIATION FROM CHAPTER 30, SECTION 30-402 NUMBER, TO ALLOW TWO WALL SIGNS ON THE EAST ELEVATION, WHERE ONLY ONE WALL SIGN IS ALLOWED.
5. A VARIATION FROM CHAPTER 30, SECTION 30-403.A DIMENSIONS, TO ALLOW A 76 SF WALL SIGN ON THE EAST ELEVATION, WHERE 50 SF MAXIMUM IS ALLOWED.
6. A VARIATION FROM CHAPTER 30, SECTION 30-403.A DIMENSIONS, TO ALLOW A 93.6 SF WALL SIGN ON THE EAST ELEVATION, WHERE 0 SF IS ALLOWED.

THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE REVISED ELEVATION 'EXHIBIT A' RECEIVED ON 9/26/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

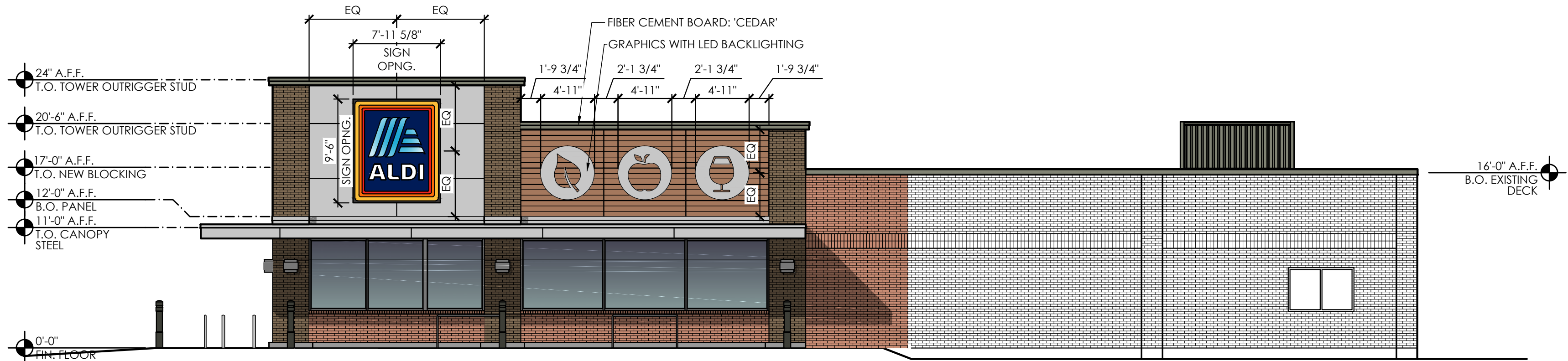
7. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE 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.

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

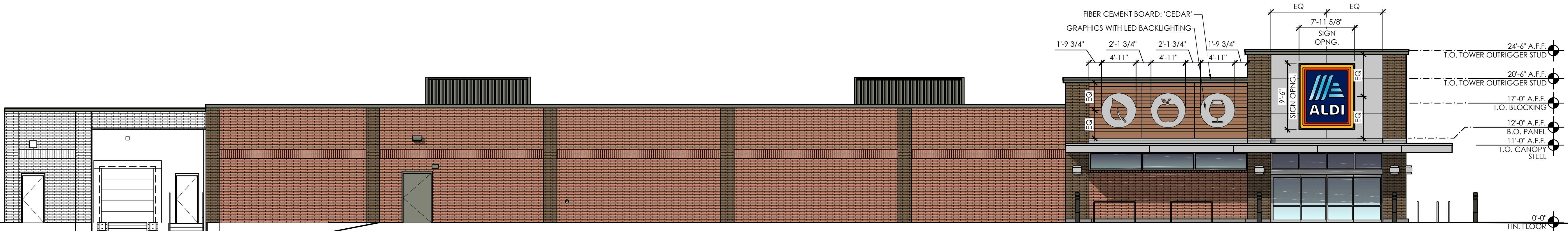


| SIGNAGE                                                                           |          |                  |        |
|-----------------------------------------------------------------------------------|----------|------------------|--------|
| DESCRIPTION                                                                       | QUANTITY | SQ. FT. PER SIGN | TOTALS |
| TOWER SIGN                                                                        | 2        | 74.9             | 149.8  |
|                                                                                   |          |                  |        |
| TOTAL SIGNAGE                                                                     |          |                  | 149.8  |
| SIGNAGE IS SHOWN FOR REFERENCE ONLY AND SHALL BE UNDER SEPARATE PERMIT SUBMITTAL. |          |                  |        |

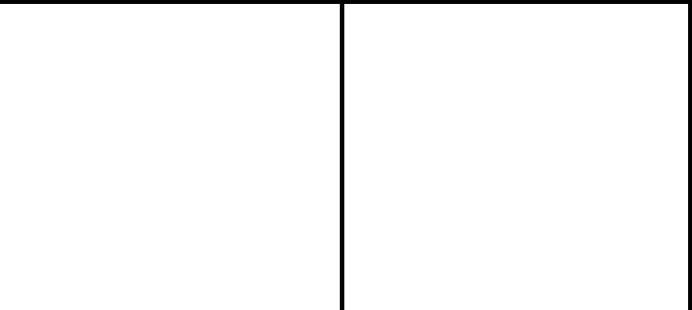
| Issued:    |                   | Date:    |
|------------|-------------------|----------|
| A          | Issued for Permit | 08/04/17 |
| B          |                   |          |
| C          |                   |          |
| D          |                   |          |
| E          |                   |          |
| Revisions: |                   | Date:    |
| 1          |                   |          |
| 2          |                   |          |
| 3          |                   |          |
| 4          |                   |          |
| 5          |                   |          |
| 6          |                   |          |
| 7          |                   |          |
| 8          |                   |          |
| 9          |                   |          |



4 East Elevation  
SCALE: 1/8" = 1'-0"



2 South Elevation  
SCALE: 1/8" = 1'-0"



Seal PROJECT ARCHITECT/ENGINEER DATE  
GASPARE ACCORDO, AIA, NCARB  
PROJECT LEAD DATE  
MICHAEL HOCHADEL  
PROJECT DESIGNER DATE  
JOSH BAIRD

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APD Engineering & Architecture, PLLC  
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DO NOT SCALE PLANS  
Copying, Printing, Software and other processes required to produce these prints can stretch or shrink the actual paper or layout. Therefore, scaling of this drawing may be inaccurate. Contact APD E&A with any need for additional dimensions or clarifications.

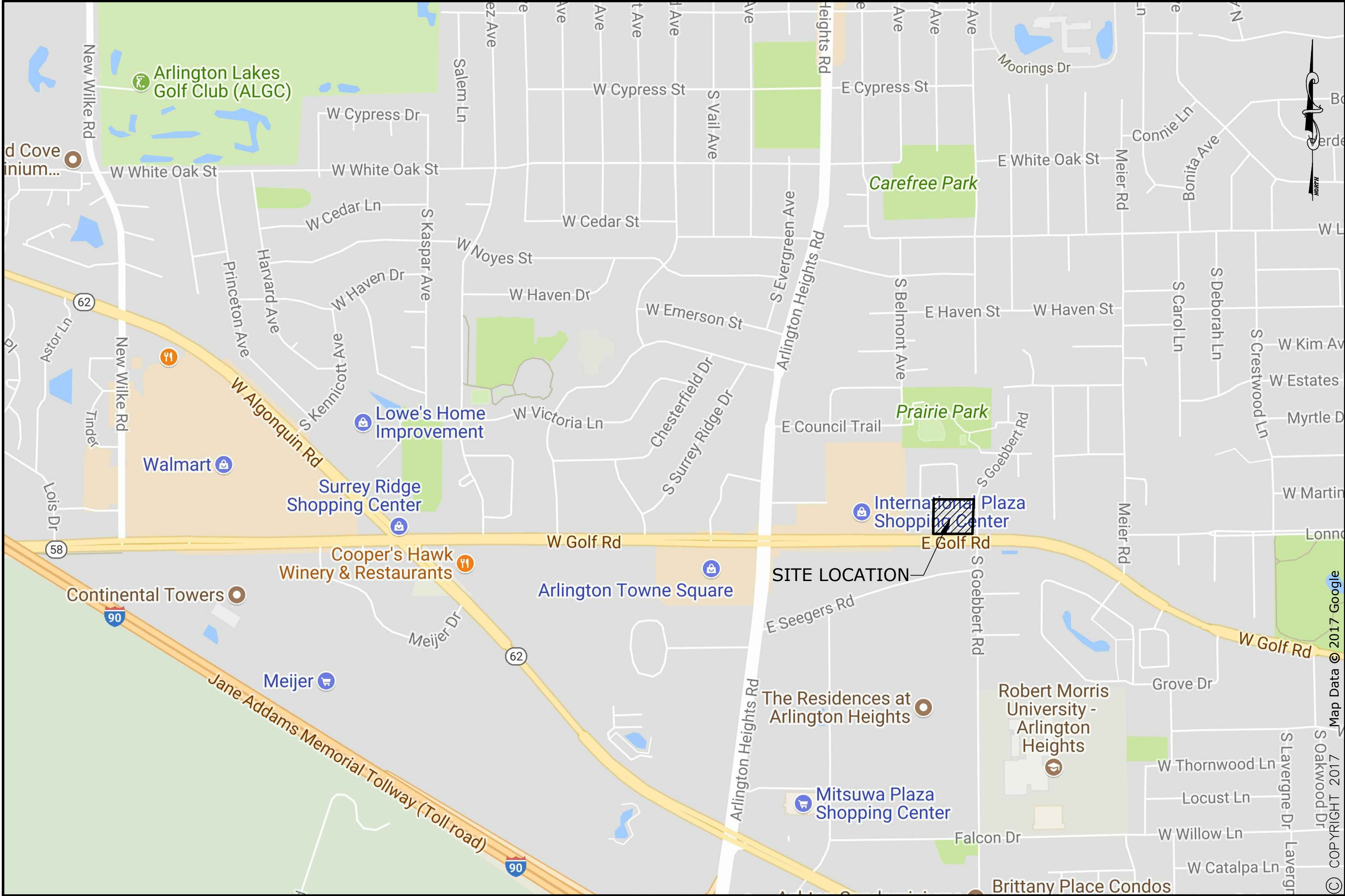
**APD ENGINEERING & ARCHITECTURE, PLLC**  
615 Fishers Run  
Victor, NY 14564  
585.742.2222  
585.924.4914 fax  
www.apd.com

**ALDI Inc.**  
1200 N. Kirk Road  
Batavia, IL 60510  
(630) 879-8100  
(630) 879-8152 fax

ALDI Inc. Store #: 55  
Arlington Heights  
550 E. Golf Road  
Arlington Heights, IL 60005  
Cook County  
Project Name & Location:

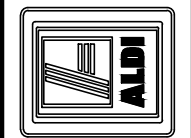
| Exterior Elevations |                      |
|---------------------|----------------------|
| Drawing Name:       |                      |
| Date: 01/31/17      | Project No. 16-0406A |
| Type: V1.07         |                      |
| Drawn By: JDB       | A-201                |
| Scale: As Noted     | Drawing No.          |





|              |          |
|--------------|----------|
| PROJECT NO.  | 30109717 |
| DATE         | 08/10/17 |
| SCALE        | 1"=800'  |
| PROJ. MGR.   | NEK      |
| PROJ. ASSOC. | AVS      |

**ALDI INC. - STORE #55**  
**ARLINGTON HEIGHTS, ILLINOIS**  
**LOCATION MAP**

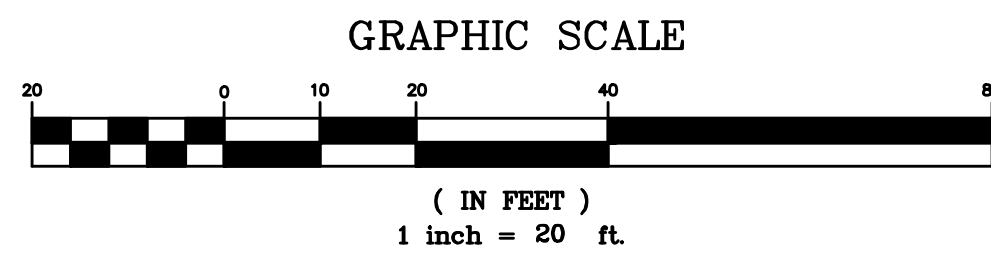


975 E. 22nd St, Suite 400  
Wheaton, IL 60189  
630.480.7889  
www.rwg-engineering.com

**Engineering, LLC**  
Civil Engineering • Real Estate Consulting • Project Management







BY  
GENTILE AND ASSOCIATES, INC.  
PROFESSIONAL LAND SURVEYORS

550 E. ST. CHARLES PLACE  
LOMBARD, ILLINOIS 60148  
PHONE : (630) 916-6262  
FAX : (630) 916-6264

P. I. N.: 08-10-302-037

LEGAL DESCRIPTION

PARCEL 1:  
LOTS 5, 6 AND 7 IN ARLINGTON CENTER, BEING A SUBDIVISION OF PART OF THE SOUTH 1/2  
OF THE SOUTHWEST 1/4 OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD  
PRINCIPAL MERIDIAN AS DOCUMENT 25531638 AND FILED WITH THE REGISTRAR OF TORRENS  
TITLE AS DOCUMENT LR3261295, IN THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY,  
ILLINOIS.

PAGE 2:  
EASEMENT APPURTENANT TO AND FOR THE BENEFIT OF PARCEL A AS CREATED BY GRANT  
OF EASEMENT DATED OCTOBER 13, 1982 AND FILLED NOVEMBER 9, 1982 AS DOCUMENT NO.  
LSR2812295 MADE BY BETWEEN AMERICAN TONAL BANK AND TRUST COMPANY OF  
CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 18, 1978 KNOWN AS  
TRUST NO. 45493, OAKWOOD LAKEFRONT PROPERTIES INC., A CORPORATION OF ILLINOIS AND  
BILLY K. BILKINS, AN INDIVIDUAL, IN WICHGION CORPORATION, FOR CONGRESS AND EDITH COOK  
ACROSS THE FOLLOWING DESCRIBED LOT AND FEES: 1/4 SECTION 16 EAST OF THE  
LOT 4 IN ARLINGTON CENTER, BEING A SUBDIVISION OF PART OF THE SOUTH 1/2 OF THE  
SOUTHWEST 1/4 OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD  
PRINCIPAL MERIDIAN AS DOCUMENT 25531638 AND FILED WITH THE REGISTRAR OF TORRENTS  
TITLE AND DOCUMENT LSR2812295, IN THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY,  
ILLINOIS.

CONTAINING AREA: 98,381.21 sq. ft. (2.26 acres)

PROPERTY COMMONLY KNOWN AS: 550 E GOLF ROAD, ARLINGTON HEIGHTS, ILLINOIS

NOTES:

EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAN, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE: EASEMENTS OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF MAKING OF THIS SURVEY; BUILDING SETBACK LINES, RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND-USE REGULATIONS, AND ANY OTHER FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.

THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON ABOVE GROUND STRUCTURES AND RECORD DRAWINGS PROVIDED THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE ANY EXCAVATION BEGINS ALL UTILITY COMPANIES SERVING THE PROPERTY SHOULD BE CONTACTED FOR VERIFICATION OF FIELD LOCATION.

BASIS OF BEARING:  
ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE.

BENCHMARK: NGS PID DM3900 DISK SET ON TOP OF THE SOUTH END OF THE EAST ABUTMENT OF THE GOLF ROAD BRIDGE NO 018-0349 OVER SALT CREEK, APPROXIMATELY 0.3 MILES WEST OF THE INTERSECTION OF GOLF ROAD WITH NEW WILKE ROAD, 3 FEET SOUTH OF A CHAIN LINK FENCE.

ELEV. = 696.09 (NAVD 88 DATUM)

SITE BENCHMARK:  
CROSS CUT IN WALK NEAR SOUTHEAST CORNER OF SUBJECT PROPERTY.

ELEV. = 700.44

### LEGEND

- ☐ UTILITY PEDESTAL  
 LIGHT POLE WITH ARMS  
☐ UTILITY POLE  
☐ SIGN POST  
 OPEN COVER DRAINAGE STRUCTURE  
 FIRE HYDRANT  
☒ WATER VALVE VAULT  
☐ OPEN COVER DRAINAGE STRUCTURE  
☐ SANITARY SEWER MANHOLE  
 WATER SHUTOFF VALVE WITH B CASING  
☐ BOLLARD  
 DOWNSPOUT  
 TRAFFIC SIGNAL LIGHT  
 WATER SERVICE SHUTOFF VALVE  
 CURB INLET/CATCH BASIN  
☒ TRAFFIC SIGNAL CONTROL VAULT  
 CONCRETE PAVEMENT  
 ASPHALT PAVEMENT  
 TREE WITH TRUNK DIAM. SIZE XX"

☒ OVERHEAD WIRES (# OF WIRES) \_\_\_\_\_ // \_\_\_\_\_  
 \_\_\_\_\_ ) STORM SEWER  
 \_\_\_\_\_ UNDERGROUND  
 \_\_\_\_\_ E ELECTRIC  
 \_\_\_\_\_ UNDERGROUND  
 \_\_\_\_\_ T TELEPHONE  
 \_\_\_\_\_ G GAS MAIN  
 \_\_\_\_\_ W WATER MAIN  
 \_\_\_\_\_ ) SANITARY SEWER

XXX.X GROUND ELEVATION  
 XXXX.XX PAVEMENT ELEVATION  
 FIN/FIN = FINISHED FLOOR ELEVATION  
 T/W = TOP OF WALL

STATE OF ILLINOIS      S.S.  
COUNTY OF DuPAGE

WE, GENTILE AND ASSOCIATES, INC., HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE AT AND UNDER MY DIRECTION, OF THE PROPERTY DESCRIBED ABOVE, AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PLAT CONFORMS TO THE MINIMUM STANDARD REQUIREMENTS FOR A BOUNDARY SURVEY.

OCTOBER 22, \_\_\_\_\_ A.D. 20 16

BY : \_\_\_\_\_  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925  
MY LICENSE EXPIRES NOVEMBER 30, 2018  
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

 STORM SEWER  
STRUCTURES

- 1) CATCH BASIN  
RIM = 700.35  
12" PVC NW INV=696.05  
12" RCP S INV=696.05
- 2) CATCH BASIN  
RIM = 699.56  
12" RCP N INV=696.79  
10" RCP S INV=696.81
- 3) CATCH BASIN  
RIM = 699.90  
10" RCP N INV=696.86  
8" RCP SW INV=696.89
- 4) CATCH BASIN  
RIM = 699.97  
12" PVC N INV=694.68  
12" PVC SE INV=694.68
- 5) CATCH BASIN  
RIM = 699.63  
12" PVC N INV=694.43  
12" PVC E INV=694.42
- 6) CATCH BASIN  
RIM = 699.63  
12" PVC N INV=694.43  
12" PVC E INV=694.42
- 7) CATCH BASIN  
RIM = 699.41  
12" PVC W INV=694.01  
15" PVC NE INV=694.01
- 8) CATCH BASIN  
RIM = 699.70  
15" PVC SW INV=694.00  
15" PVC NW INV=694.00
- 9) CATCH BASIN  
RIM = 700.56  
12" PVC NW INV=693.40  
10" PVC NE INV=693.46  
18" RCP SW INV=693.51  
(NO RESTRICTOR FOUND)
- 10) FLARED END SECTION  
18" RCP = 693.71
- 11) STORM SEWER MH  
RIM = 700.21  
10" W INV=691.41  
12" N INV=691.26  
10" PVC SW INV=691.36
- 12) CATCH BASIN  
RIM = 698.32
- 13) CATCH BASIN  
RIM = 699.57
- 14) CURB CATCH BASIN  
FLOW LINE = 699.60
- 15) CATCH BASIN  
RIM = 698.71

 **SANITARY SEWER  
STRUCTURES**

- 1) SANITARY SEWER MH  
RIM = 700.91  
12" CLAY W INV=687.86  
12" CLAY E INV=687.86
- 2) SANITARY SEWER MH  
RIM = 701.73  
12" CLAY W INV=687.52  
12" CLAY E INV=687.52  
12" CLAY N INV=687.56
- 3) SANITARY SEWER MH  
RIM = 700.66  
12" CLAY W INV=687.14  
10" CLAY SE INV=687.14  
12" CLAY N INV=687.14
- 4) SANITARY SEWER MH  
RIM = 701.84  
10" CLAY W INV=691.34  
10" CLAY N INV=691.34

☐ WATER VALVE  
VAULTS

- 1) WATER VALVE VAULT  
RIM = 699.96  
TOP OF PIPE=693.96
- 2) WATER VALVE VAULT  
RIM = 700.60  
TOP OF PIPE=694.00
- 3) WATER VALVE VAULT  
RIM = 702.08  
TOP OF PIPE=695.30
- 4) WATER VALVE VAULT  
RIM = 701.57  
TOP OF PIPE=695.37

BASE SCALE : 1 INCH = 20 FEET  
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF

ORDERED BY : RWG ENGINEERING LLC

DRAWN BY : MMG

CHECKED BY : \_\_\_\_\_

SURVEYED BY : JG-

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE. FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR ABSTRACT DEED, CONTRACT AND ZONING ORDINANCE.

ORDER NO. 16-20737 REV 1  
ALDI # 55, 550 E. GOLF ROAD, ARLINGTON HEIGHTS

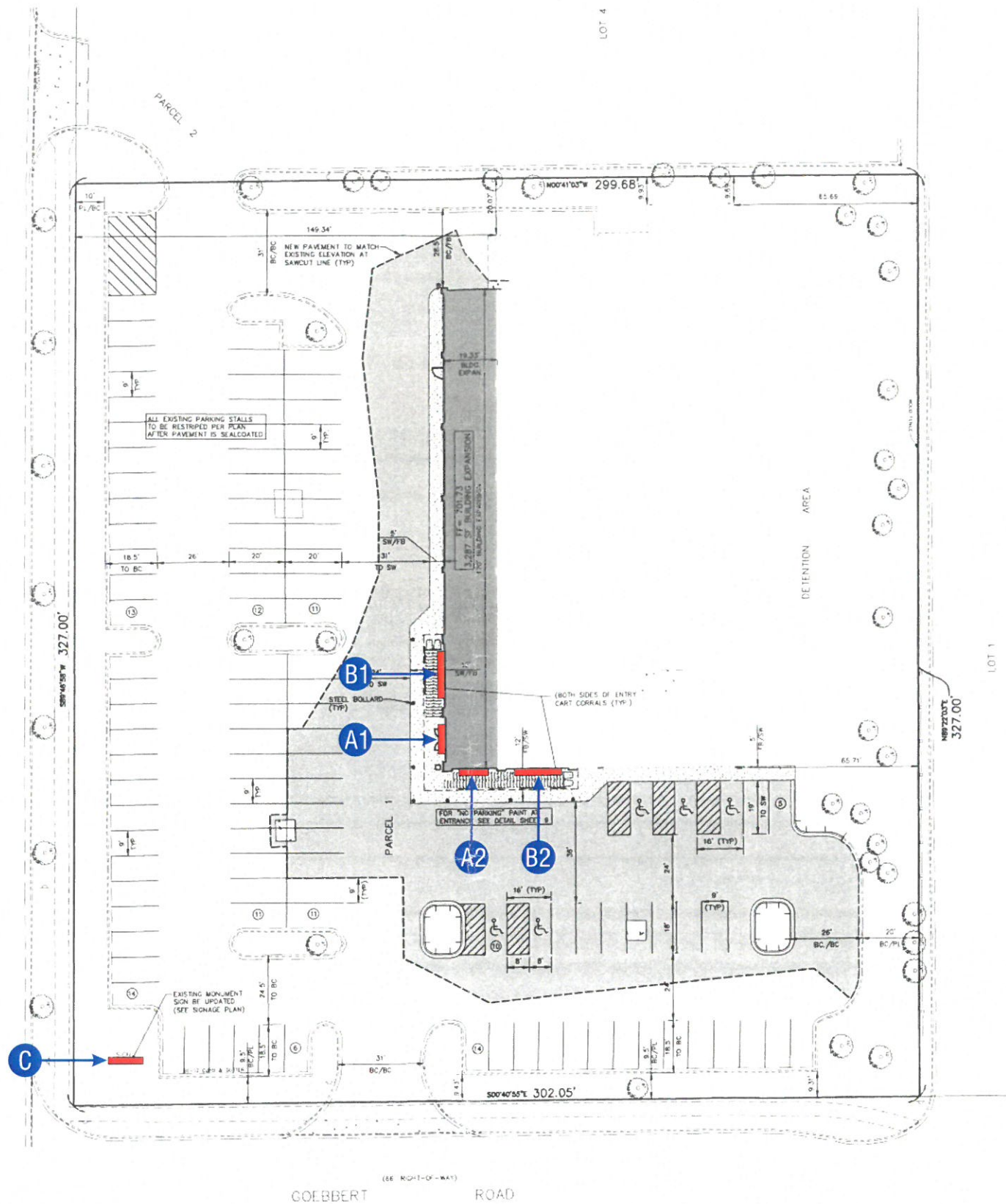
|     |            |               |     |
|-----|------------|---------------|-----|
|     |            |               |     |
|     |            |               |     |
|     |            |               |     |
|     |            |               |     |
|     |            |               |     |
| 1   | 07/10/2017 | P.I.N.: ADDED | MMG |
| NO. | DATE       | DESCRIPTION   | BY  |

GOLF

ROAD

(100' RIGHT-OF-WAY)





**DOYLE**

GENERAL SIGN CONTRACTORS

232 INTERSTATE RD. P.O. BOX 1068 ADDISON, IL 60101 630-543-9490 FAX 630-543-9493

| DATE    | REVISION                                        |
|---------|-------------------------------------------------|
| 8.22.17 | REMOVED "FOOD MARKET" LETTERS & ADDED NEW ICONS |
| 8.25.17 | UPDATED TO NEW ALDI LOGO                        |
|         |                                                 |
|         |                                                 |
|         |                                                 |
|         |                                                 |
|         |                                                 |
|         |                                                 |
|         |                                                 |

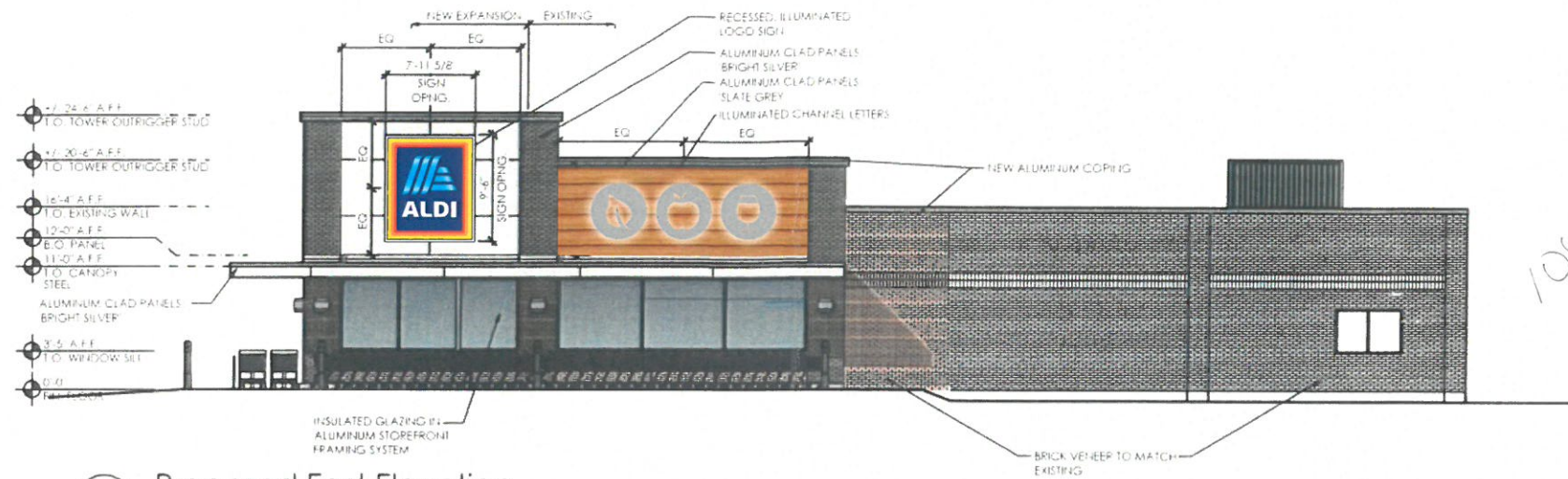
CUSTOMER APPROVAL \_\_\_\_\_ DATE \_\_\_\_\_

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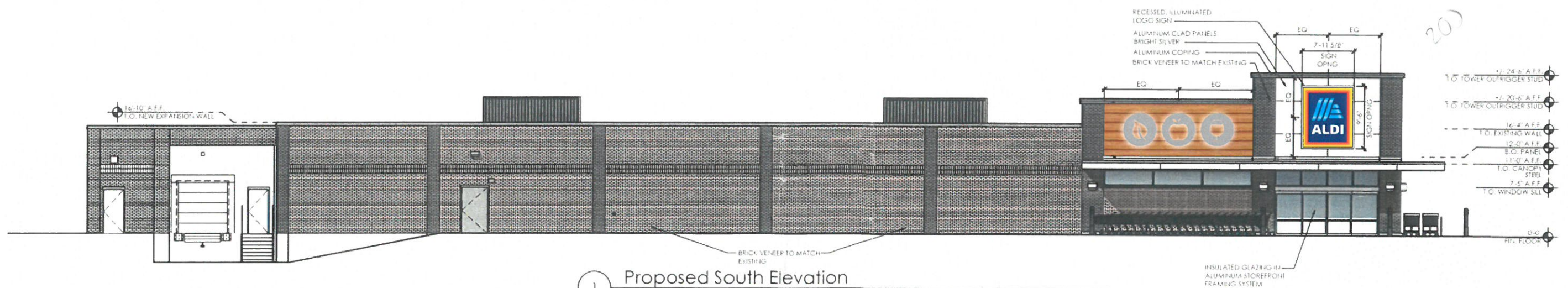
|           |                   |        |       |             |            |
|-----------|-------------------|--------|-------|-------------|------------|
| CLIENT    | ALDI #55          |        |       |             |            |
| ADDRESS   | 550 E. GOLF RD.   |        |       |             |            |
| CITY      | ARLINGTON HEIGHTS | STATE  | IL    | DESIGNER    | KM         |
| DRWG. NO. | 16109             | SCALE: | NOTED | DATE:       | 07.25.2017 |
|           |                   |        |       | SALESPERSON | TD         |
|           |                   |        |       | SHEET NO.   | 1          |

Z:\Design\A\ALDI\ARLINGTON HEIGHTS IL - 550 GOLF RD\ALDI - ARLINGTON HTS IL.cdr





3 Proposed East Elevation  
SCALE: 1/16" = 1'



1 Proposed South Elevation  
SCALE: 1/16" = 1'



| DATE    | REVISION                                        |
|---------|-------------------------------------------------|
| 8.22.17 | REMOVED "FOOD MARKET" LETTERS & ADDED NEW ICONS |
| 8.25.17 | UPDATED TO NEW ALDI LOGO                        |

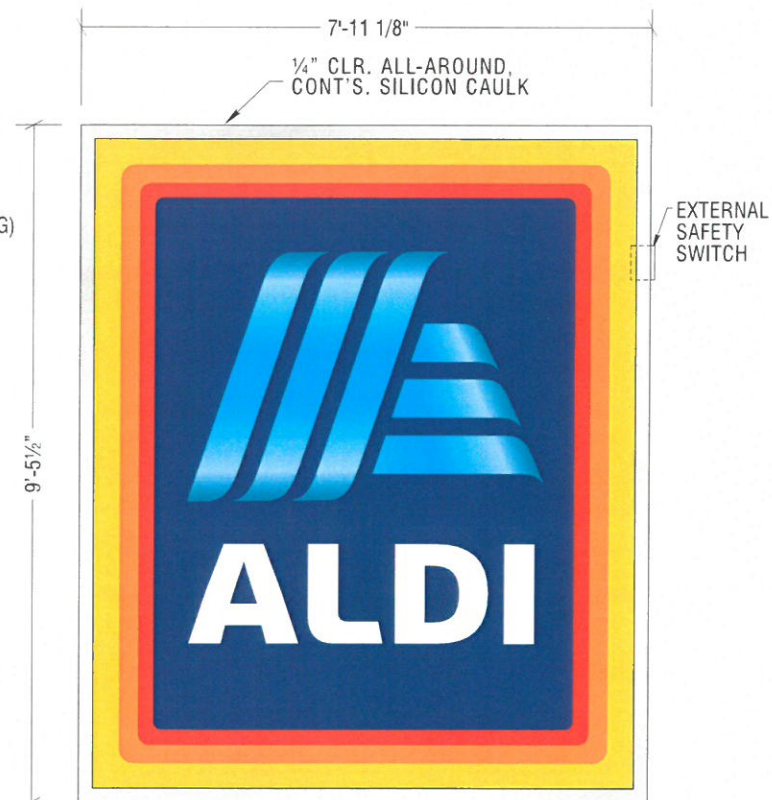
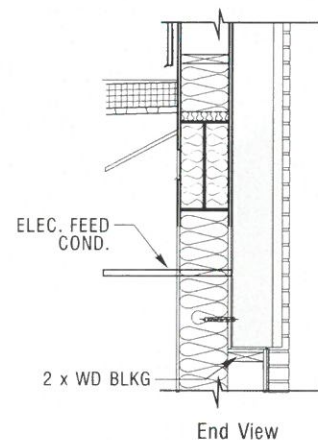
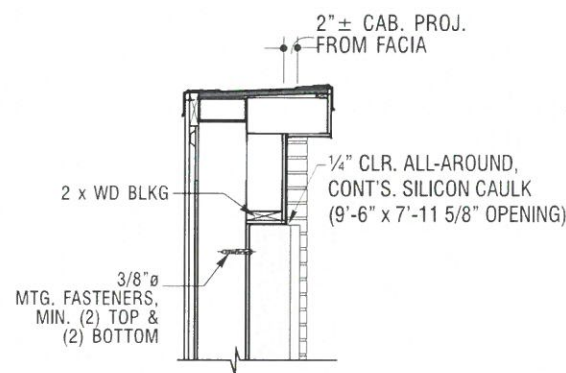
CUSTOMER APPROVAL \_\_\_\_\_ DATE \_\_\_\_\_

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|           |                   |        |       |             |            |
|-----------|-------------------|--------|-------|-------------|------------|
| CLIENT    | ALDI #55          |        |       |             |            |
| ADDRESS   | 550 E. GOLF RD.   |        |       |             |            |
| CITY      | ARLINGTON HEIGHTS | STATE  | IL    | DESIGNER    | KM         |
| DRWG. NO. | 16109             | SCALE: | NOTED | DATE:       | 07.25.2017 |
|           |                   |        |       | SALESPERSON | TD         |
|           |                   |        |       | SHEET NO.   | 2          |

Z:\Design\A\ALDI\ARLINGTON HEIGHTS IL - 550 GOLF RD\ALDI - ARLINGTON HTS IL.cdr





DESCRIPTION:  
 • FLEX FACE GRAPHICS:  
 - COPY, WHITE ON A PMS #287 BLUE BKGD.  
 - LOGO, PMS #2985 LT. BLUE  
 - OUTER BORDER, PMS #1235 YELLOW  
 - CENTER BORDER, PMS #151 ORANGE  
 - INNER BORDER, PMS #172 RED  
 • ALUMINUM CABINET & MOULDING, "SLATE GRAY" ENAMEL FIN.

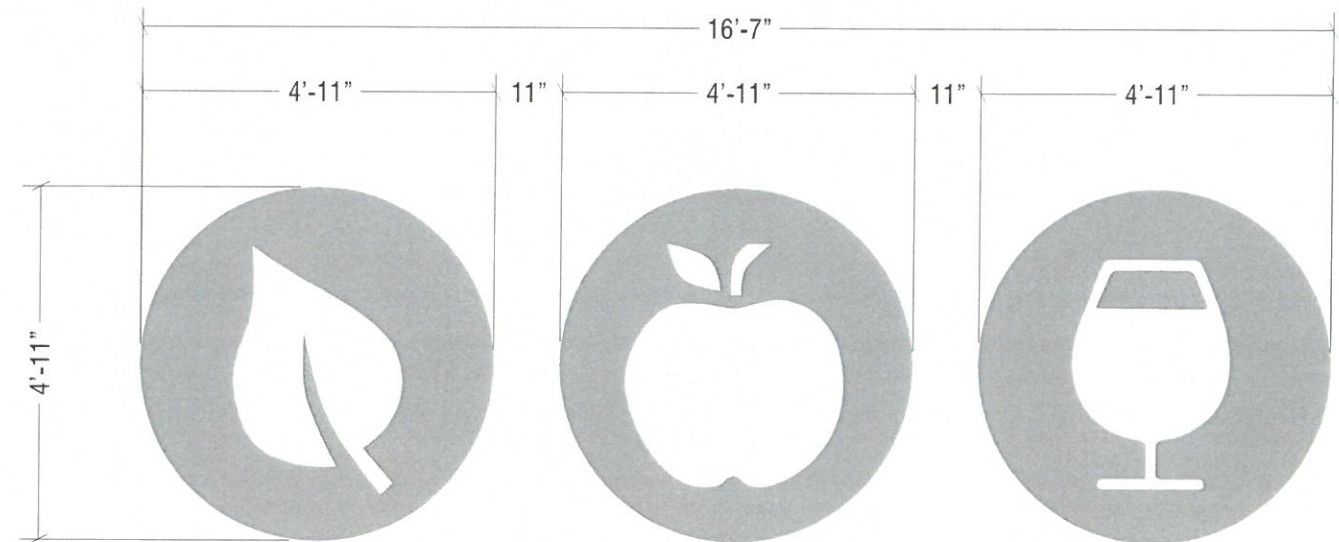
## A Standard 'Flex-Face' Illum'd. Wall Sign

TWO(2) req'd.

scale: 3/8" = 1'-0"

### COLOR LEGEND

PMS#638CVC PMS#287CVC PANTONE WARM RED PMS#021CVC PMS#1235CVC



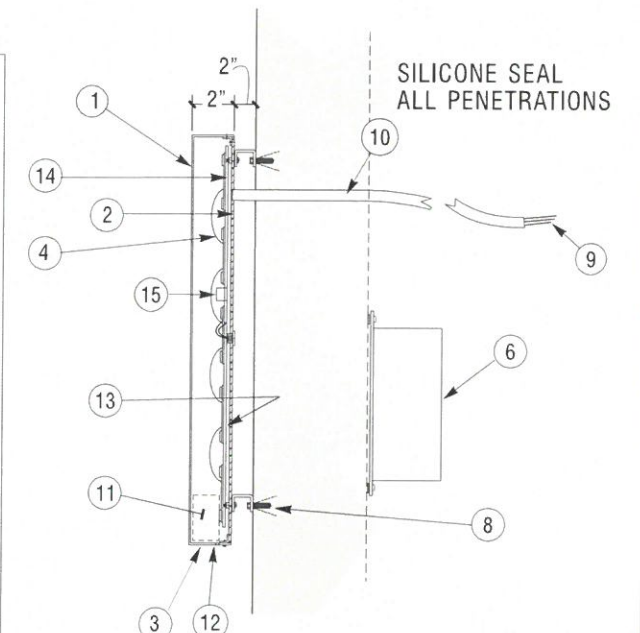
## B L.E.D. HALO-LIT LOGO DISCS

TWO(2) SETS REQ'D

SCALE: 3/8" = 1'-0"

### LEGEND

- 1 BRUSHED ALUM. COMPOSITE MATERIAL
- 2 .187 CLR. LEXAN BACKS
- 3 BRUSHED ALUM. COMPOSITE MATERIAL
- 4 TERMINAL BLOCK
- 6 REMOTE TRANSFORMER, CLASS II 12V.
- 8 MOUNTING ANCHORS
- 9 120V PRIMARY, No.12 THHN STRANDED WIRE
- 10 FLEXIBLE, WEATHERPROOF, CONDUIT PER CHGO. CODE
- 11 SAFETY SWITCH, PER LOCAL CODE
- 12 1/4" DRAIN HOLE
- 13 L.E.D. STENCIL
- 14 L.E.D. CIRCUIT BOARD
- 15 BRIDGE RECTIFIER



### Section / Rev-Channel Letters



GENERAL SIGN CONTRACTORS

232 INTERSTATE RD. P.O. BOX 1068 ADDISON, IL 60101 630-543-9490 FAX 630-543-9493

| DATE    | REVISION                                        |
|---------|-------------------------------------------------|
| 8.22.17 | REMOVED "FOOD MARKET" LETTERS & ADDED NEW ICONS |
| 8.25.17 | UPDATED TO NEW ALDI LOGO                        |

CUSTOMER APPROVAL DATE

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|           |                   |        |       |          |            |             |    |
|-----------|-------------------|--------|-------|----------|------------|-------------|----|
| CLIENT    | ALDI #55          |        |       |          |            |             |    |
| ADDRESS   | 550 E. GOLF RD.   |        |       |          |            |             |    |
| CITY      | ARLINGTON HEIGHTS | STATE  | IL    | DESIGNER | KM         | SALESPERSON | TD |
| DRWG. NO. | 16109             | SCALE: | NOTED | DATE:    | 07.25.2017 | SHEET NO.   | 3  |

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Existing Arlington Heights Aldi Store





Google Maps 598 E Golf Rd

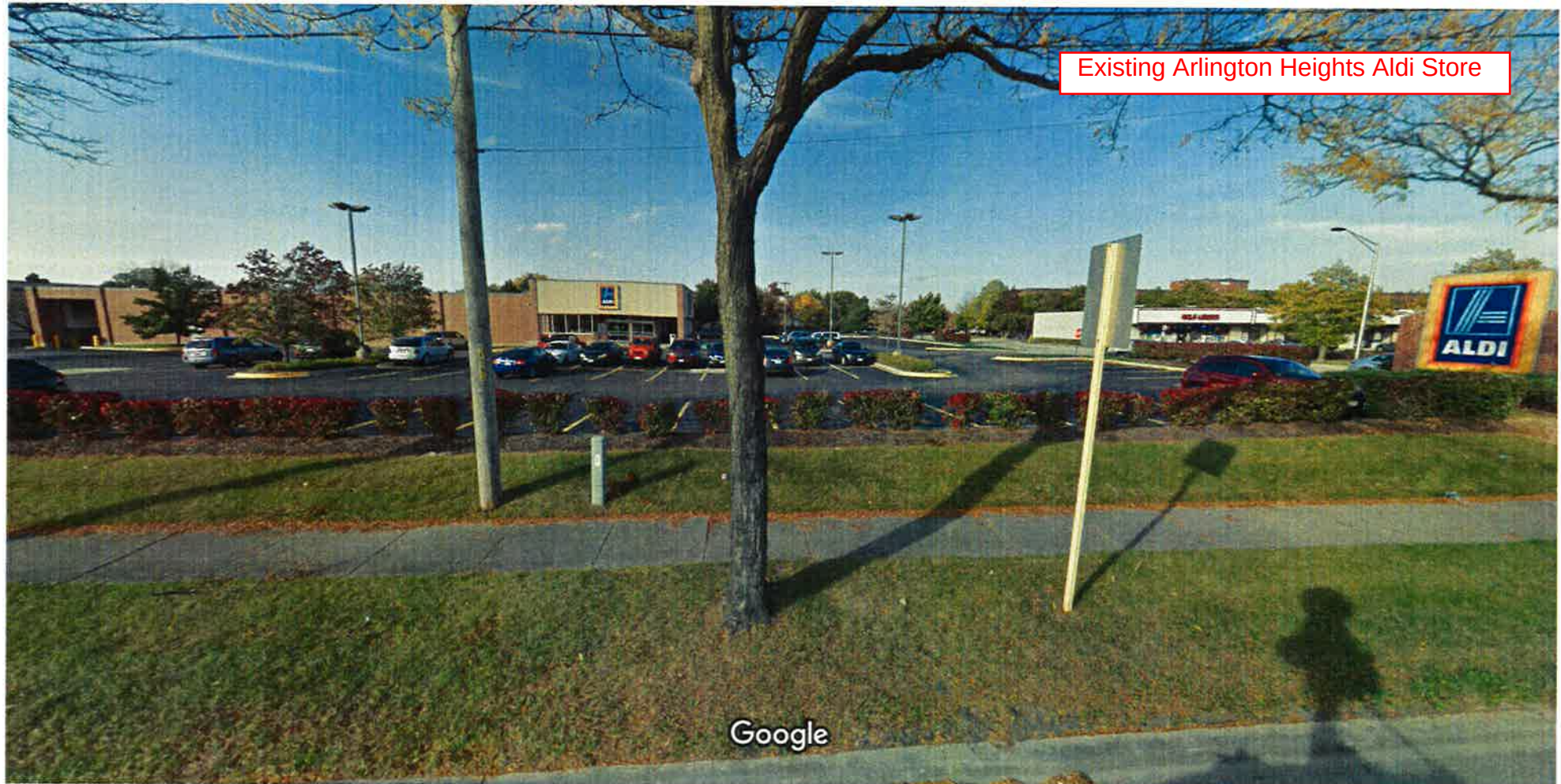
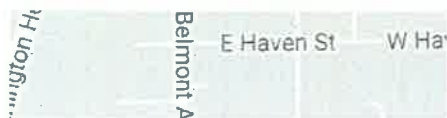


Image capture: Oct 2016 © 2017 Google United States

Arlington Heights, Illinois

Street View - Oct 2016







S Goebbert Rd



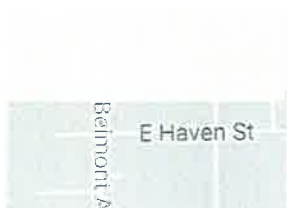
Existing Arlington Heights Aldi Store

Google

Image capture: Oct 2016 © 2017 Google United States

Arlington Heights, Illinois

Street View - Oct 2016



Similar Signs at Other Aldi Store





Similar Signs at Other Aldi Store



Similar Signs at Other Aldi Store





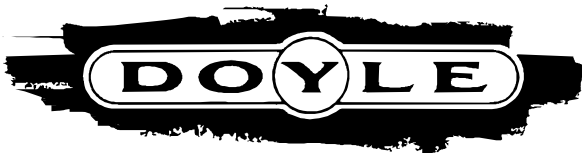


Similar Signs at Other Aldi Store









Doyle Signs, Inc., *General Sign Contractors*  
232 Interstate Road, P.O. Box 1068  
Addison, IL 60101  
Office: (630)543-9490 Fax: (630)543-9493

Village of Arlington Heights  
Planning Commission  
33 S Arlington Heights Road  
Arlington Heights, IL 60005

RE: Aldi Food Market Variation  
550 E Golf Road

Aldi Food Market is seeking a variation from the sign code to allow this location to have an additional wall mounted sign on each elevation. Aldi is also seeking a variation from the sign code to allow the sign proposed to exceed the maximum allowed 25% of the signable wall area that is allowed by the Village of Arlington Heights zoning code.

- The particular difficulty or peculiar hardship is not self-created by the petitioner but is in fact created by the Arlington Heights zoning code restriction that a business may only have one wall mounted sign per street frontage. Aldi Foods has 104' of building frontage on the East elevation and approximately 200' of frontage on the South elevation. The building also has a setback from the street frontage on the East elevation of 103 feet from the property line and approximately 115.5 feet from the property line on the South elevation.
- The granting of the variation shall not create a traffic hazard, a depreciation of nearby property values or otherwise be detrimental to the public health, safety, morals and welfare of the property due to the fact that the variation that is requested is strictly to allow an additional wall mounted sign for each elevation that will conform to Aldi, Inc corporate standards and is relatively small in relation to the size and setback of the facility.
- The variation will serve to relieve the applicant from a difficulty attributable to the location, topography, circumstances on nearby properties or other peculiar hardship; and not merely serve to provide the applicant with a competitive advantage over similar businesses as the sign variation Aldi is currently seeking will allow this location to be branded with Aldi's national corporate sign standards and be incorporated into the new remodeled and improved facades.

- The variation will not alter the essential character of the locality but will in fact enhance the location by allowing Aldi to identify the property in question by utilizing modern and appropriate new signage standards set forth and maintained nationally by Aldi, Inc.
- The applicant's business cannot reasonably function under the standards of this chapter due to the size of the building and the setback of the building from the right of way. Aldi believes that the size and placement of the signs are in harmony with the intent of the sign code and will allow Aldi to properly identify the business while still conforming to the national sign program standards.



Google Maps 420 E Golf Rd



Arlington Heights, Illinois

Street View - Oct 2016

*1st site to the left*

Image capture: Oct 2016 © 2017 Google United States





Google Maps 346 E Golf Rd



Image capture: Oct 2016 © 2017 Google United States

Arlington Heights, Illinois

Street View - Oct 2016

*2nd site to the left*





550 E Golf Rd

Across the road



Image capture: Oct 2016 © 2017 Google United States

Arlington Heights, Illinois

Street View - Oct 2016





E Golf Rd

3rd site to the left



Arlington Heights, Illinois

Street View - Oct 2016

Image capture: Oct 2016 © 2017 Google United States



550 E Golf Rd

2nd & 3rd site across the road



Image capture: Oct 2016 © 2017 Google United States

Arlington Heights, Illinois

Street View - Oct 2016





E Golf Rd

1st site to the right



Image capture: Oct 2016 © 2017 Google United States

Arlington Heights, Illinois

Street View - Oct 2016





E Golf Rd

2nd & 3rd site to the right



Image capture: Oct 2016 © 2017 Google United States

Arlington Heights, Illinois

Street View - Oct 2016

## DESIGN COMMISSION PROJECT TIMELINE

---

Project Name: Aldi  
DC Number: DC:17-111  
Location: 550 E. Golf Road  
Requested Action: Sign Variation

|                                | Date     | # of Business Days |
|--------------------------------|----------|--------------------|
|                                |          |                    |
| DC Application Submittal Date  | 8/22/17  |                    |
| Waiting for Missing Submittals | 9/7/17   | 12                 |
| Design Commission Meeting      | 9/26/17  | 13                 |
| Village Board Meeting          | 10/16/17 | 14                 |

### Notification Requirements:

- Sign Posting, not less than 15 days prior to the date of the Design Commission meeting.
- Written Notice, not less than 7 days and not more than 30 days prior to the date of the Design Commission meeting.



**Item:** CA Ventures/Sigwalt Apartments - 45 S. Chestnut Ave.- PC#17-008

**Department:** Planning & Community Development

### **Requested Action**

1. A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District.
2. A Planned Unit Development (PUD) to allow the construction of a five story, 88 unit residential development.
3. Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

### **Variations**

1. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. 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' where code requires a 48' setback.
4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 16.3' where code requires a 48' setback.
5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 34' setback.
6. Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3' where code requires a 20' setback.
7. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
8. A variation to the maximum allowable building height to increase the

maximum allowable building height from 60' to 62.5'.

9. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 253% F.A.R. where code limits maximum F.A.R. to 200%.

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 balcony's to project 5.3' 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' to 16'.

14. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

### **Recommendation**

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. Chapter 28, Section 11.4-1, Residential Uses, to reduce the off-street parking requirement from 132 parking spaces (1.5 spaces per unit) to 110 parking spaces (1.25 spaces per unit).

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.

Roll Call Vote: Commissioners Lorenzini, Dawson, Cherwin, and Chairman Ennes voted in favor. Commissioners Green, Sigalos and Warskow voted no. The motion carried.

---

### **Bid Section**

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

### **ATTACHMENTS:**

| <b>Description</b>                         | <b>Type</b>                |
|--------------------------------------------|----------------------------|
| PC Staff Report                            | Board or Commission Report |
| PC Minutes 9/27/17 DRAFT                   | Minutes                    |
| Exhibit I Comparable R-7 Developments      | Exhibits                   |
| Exhibit II Parking Data                    | Exhibits                   |
| Aerial                                     | Exhibits                   |
| Plat of Survey                             | Exhibits                   |
| Project Description                        | Correspondence             |
| Justification for Variations               | Correspondence             |
| Neighborhood Meeting Summary               | Correspondence             |
| VB - Early Review Minutes 4/17/17          | Minutes                    |
| Plat & Sub Minutes 4/26/17                 | Minutes                    |
| DC Staff Report 9/12/17                    | Board or Commission Report |
| DC Minutes 9/12/17                         | Minutes                    |
| DC Staff Report 8/8/17                     | Board or Commission Report |
| DC Minutes 8/8/17                          | Minutes                    |
| Housing Commission Minutes 8/15/17         | Minutes                    |
| Housing Commission Staff Report            | Board or Commission Report |
| REVISED Site Plan, Elevations, Floor Plans | Exhibits                   |
| REVISED Landscape Plan                     | Exhibits                   |

|                               |          |
|-------------------------------|----------|
| Renderings                    | Exhibits |
| Architectural Plans           | Exhibits |
| Construction Staging Plan     | Exhibits |
| Engineering Plan - Exhibit R  | Exhibits |
| Engineering Plan              | Exhibits |
| Final Plat of Subdivision     | Exhibits |
| Fire Truck Turn Exhibit       | Exhibits |
| Landscape Plan                | Exhibits |
| Market Study                  | Exhibits |
| Stormwater Report             | Exhibits |
| Traffic Study                 | Exhibits |
| Department Comments - Round 1 | Exhibits |
| Petitioner Response - Round 1 | Exhibits |
| Department Comments - Round 2 | Exhibits |
| Petitioner Response - Round 2 | Exhibits |
| PC Timeline Tracker           | Exhibits |



# VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

**File Number:** PC #17-008

**Project Title:** Sigwalt Apartments/CA Ventures

**Address:** 37-45 S. Chestnut St., 36-40 S. Highland St.

**PIN:** 03-30-425-021 thru 023, 03-30-425-012 thru 014

**To:** Plan Commission

**Prepared By:** Sam Hubbard,  
Development Planner

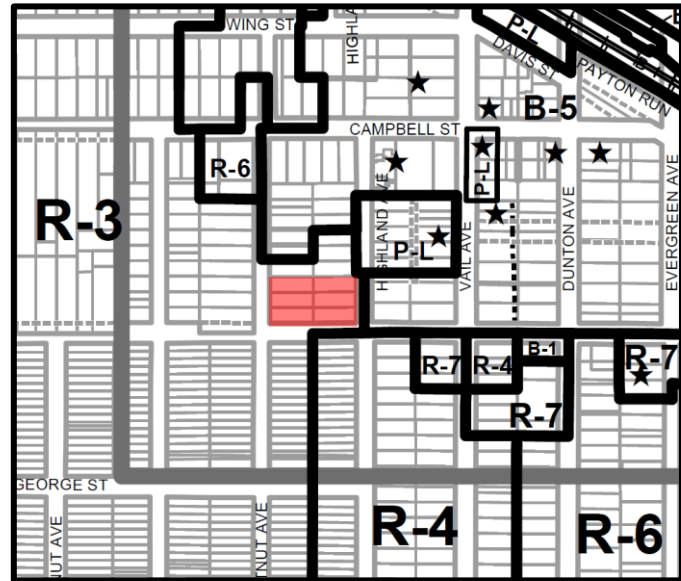
**Meeting Date:** September 27, 2017

**Date Prepared:** September 22, 2017

**Petitioner:** Michael Porto  
CA Ventures

**Address:** 130 E. Randolph St. – Ste. 2100  
Chicago, IL 60601

**Existing Zoning:** R-3: One-Family  
Dwelling District



## **SURROUNDING LAND USES**

| Direction | Existing Zoning                                                         | Existing Use          | Comprehensive Plan                                   |
|-----------|-------------------------------------------------------------------------|-----------------------|------------------------------------------------------|
| North     | R-3: One-Family Dwelling District                                       | Vacant                | Mixed Use                                            |
| South     | R-3: One-Family Dwelling District,<br>R-4: Two-Family Dwelling District | Single Family         | Single Family Attached; High<br>Density Multi Family |
| East      | B-5: Downtown District                                                  | AT&T Offices, Parking | Mixed Use                                            |
| West      | R-3: One-Family Dwelling District                                       | Single Family         | Single Family Attached                               |

## **Requested Action:**

1. A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District
2. A Planned Unit Development (PUD) to allow the construction of a five story, 88 unit residential development.
3. Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.

## **Variations Required:**

1. Multiple Variations, see **Appendix I**.

### **Project Background:**

The subject property consists of six lots of record comprising a total of 41,987 square feet (0.96 acres) and is approximately one-third of the larger “Block 425”, which is the area of land bounded by Sigwalt Street to the south, Campbell Street to the north, Highland Avenue to the east, and Chestnut Avenue to the west. Block 425 has sat vacant and undeveloped for several years. As is an important piece of downtown, one of the Board’s 2017 Strategic Priorities is to facilitate development of Block 425. Currently, the subject property is zoned R-3, One-Family Dwelling District.

CA Ventures, an international developer based out of Chicago, is proposing the consolidation of the six lots to create one property that can accommodate the construction of a five-story 88-unit residential rental development with parking located on the first floor (44 spaces) and within the basement (66 spaces). The units would consist of 38 one-bedroom units (43%) and 50 two-bedroom units (57%). One-bedroom units would range between 655 square feet and 848 square feet in size, and two-bedroom units would range between 975 square feet and 1,332 square feet in size. The second level of the building would contain an outdoor amenity deck, including patio furniture, landscaping, a pergola/trellis and two barbeque grills. Residential units would be located on all floors except the basement. CA Ventures has stated that they plan to develop and manage this project for the long-term, and they do not anticipate developing and selling the building. The total cost of construction is estimated at 17.5 million dollars.

Access to the site would come from Highland Avenue, which would provide access to the interior garage. Two on-street parking spaces along Highland Avenue would be removed to accommodate the garage entrance. An on-street loading space for deliveries/move-ins/move-outs is proposed along the west side of Highland Avenue adjacent to the development, which would require the removal of an additional two on-street parking spaces.

The following chart provides a breakdown of the proposed development versus a previous version of the development that appeared before the Village Board for Early Review in April of 2017:

**Table I: Development Characteristics**

|                                                                                               | CURRENT PROPOSAL           | PREVIOUS PLAN (FROM VILLAGE BOARD EARLY REVIEW) |
|-----------------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------|
| Floors                                                                                        | 5                          | 5                                               |
| Dwelling Units                                                                                | 88                         | 86                                              |
| Parking Spaces                                                                                | 110 (1.25 spaces per unit) | 98 (1.14 spaces per unit)                       |
| Parking Spaces needed in Vail Garage to conform to Parking Requirements (1.5 spaces per unit) | 22                         | 31                                              |

### **Actions to Date**

The petitioner has appeared before multiple boards/commissions prior to appearing before the Plan Commission. Below is a summary of all previous actions.

#### *Early Review*

On April 18, 2017, the petitioner appeared before the Village Board for an Early Review. Minutes from this meeting are attached. The discussion focused on parking and whether or not the Vail Avenue garage can accommodate up to 31 additional spaces for this development in order to meet code (the current version of the project only needs 22 spaces in the Vail Avenue garage to conform to code). A recent study commissioned by the developer indicates a need for 1.22 spaces per unit given trends in the rental apartment market and given that this site is within walking distance of the train station and in a transit oriented downtown. Data on parking demand for other similar developments including downtown Arlington Heights has since been obtained.

#### *Conceptual Plan Review Committee*

On April 26, 2017, the Conceptual Plan Review Committee (known as the Plat and Subdivision Commission at that time) met to discuss the proposed development. The Committee was generally supportive of the project and felt that

the development would be a good transition between the surrounding residential neighborhood and the downtown mixed-use district, especially given that there would be no retail included in the project. The committee asked about parking and whether there was space in the Vail Avenue garage to accommodate overflow from the proposed development, and recommended that the developer hold a neighborhood meeting prior to appearing before the Plan Commission.

#### *Housing Commission*

On August 15, 2017, the Housing Commission met to discuss the proposed development. Per the Village's Affordable Housing Policy, 15% (13 units) of the units within the development are required to be affordable, and in lieu of providing these units, the developer has the option to make a contribution to the Village for each affordable unit not provided. The petitioner is not proposing any affordable units within the development and has agreed to provide \$25,000 for each of the 13 required affordable units not provided, for a total of \$325,000. The Housing Commission made a positive recommendation to the Village Board and the meeting minutes are attached.

#### *Neighborhood Meeting*

The petitioner held an informational meeting with surrounding neighbors on August 21<sup>st</sup>, 2017. The petitioner estimates that around 45 people attended this meeting and has provided a summary of the meeting discussion (attached).

#### *Design Commission*

The subject property appeared before the Design Commission on August 8, 2017 (which resulted in a continuance), and again on September 12, 2017. Based on feedback from the first Design Commission meeting, the petitioner has made significant improvements to the design of the building. The Design Commission ultimately voted to recommend approval of the application, subject to several conditions relative to landscaping, balconies, and an additional false window. A copy of the minutes have been included within the packet for the Plan Commission. Compliance with all Design Commission approval conditions will be a requirement of this PUD.

#### **Zoning, Comprehensive Plan, Downtown Master Plan**

The subject property is currently zoned R-3, One-Dwelling Residential District. In order to proceed with the development, the site must be rezoned into the R-7, Multiple-Family Dwelling District. Staff notes the following with regards to the proposed rezoning:

##### ***Comprehensive Plan:***

- The Comprehensive Plan designates this property as "High Density Multi-Family", which is appropriate for the R-7 Multiple-Family Dwelling District classification. The proposed rezoning is therefore consistent with the Comprehensive Plan land use designation.
- The R-7 District allows for high density and intensive use of land. Land Use Policy #2 states that "Intensive developments should be limited to the downtown area, in areas where there is adequate access to public transportation and those areas which are adjacent to controlled access intersections and/or major intersections, or in conjunction with an approved redevelopment plan". The location of the subject property is within the downtown area, in close proximity to the Arlington Heights Metra station, and the R-7 zoning classification will facilitate a high density use of land compatible to Land Use Policy #2.

##### ***Downtown Master Plan:***

- One of the objectives of the Downtown Master Plan is to "Strengthen downtown's residential base by encouraging additional residential development". The proposed rezoning is consistent with this objective as it will facilitate a high density residential development that will strengthen the downtown residential base to a greater extent than single-family homes, which are allowed under the current R-3 zoning.
- The Downtown Master Plan calls for redevelopment of Block 425, and Recommendation #1 within the plan calls for Block 425 to be redeveloped as "mixed use on northern three-quarters of block transitioning to 4 to 6 stories on the southern quarter of block." The proposed 5-story building is consistent with this recommendation.

Up until an amendment to the Comprehensive Plan in 1997, the subject property was actually shown as appropriate for mixed-use development, which correlates to B-5 Downtown district zoning and would have allowed a more intense use of land. However, this classification was revised during the 1997 amendment to the current High Density Residential designation to act as a transitional zone to the residential areas to the south and east. The proposed development is compliant with this designation and will function as a transitional zone from the more intense uses of land to the north and east, to the less intense uses of land to the south and west.

Furthermore, when the Downtown Master Plan was adopted in 2007, which involved a 19-person task force and 31 public meetings, this site was specifically considered relative to its proximity to downtown and the neighboring single-family homes. The result of this process was the recommendation for the subject property to be developed with a 4-6 story building, and as stated above, the proposed building is consistent with this recommendation.

Based on the compatibility of the rezoning with the Comprehensive Plan and Downtown Master Plan, the Staff Development Committee is supportive of the proposed rezoning.

Staff has analyzed the development in relation to the requirements within the R-7 District and determined that multiple variations are needed (outlined in **Appendix I**). These variations will be discussed throughout this report. The petitioner has provided written justification for the variations requested as based on the hardship criteria outlined in the Village's Zoning Ordinance, more specifically:

- **The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.**
- **The plight of the owner is due to unique circumstances.**
- **The variation, if granted, will not alter the essential character of the locality.**

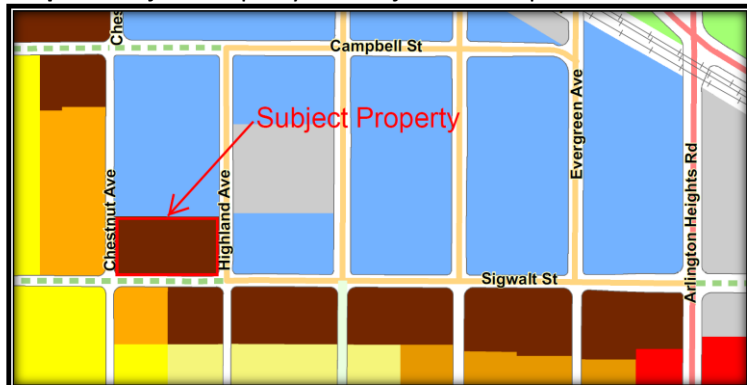
The petitioners written justification is contained within the packet provided to the Plan Commission.

One of the variations relates to the size of the R-7 Zoning District, which in this instance will be 1.39 acres where code requires a minimum of 2 acres in area for land within the R-7 District. Therefore, the following Variation is needed:

- **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 2 acres for the R-7 District.**

The minimum R-7 district size is primarily intended to limit instances of spot zoning on smaller properties that may be contiguous with the B-5 District. Staff notes that the Comprehensive Plan shows the site as one part of a larger strip of R-7 zoned land that is contiguous to the subject property, and when considered in sum, this strip of potential R-7 zoning is over two acres in size. **Map I** (below) illustrates this area, with the subject property outlined in red, the brown areas indicating properties appropriate for the R-7 District, and the blue properties:

**Map I – Subject Property and Adjacent Comprehensive Plan Land Designations**





When the vision of the Comprehensive Plan is realized, the subject property will no longer be an isolated pocket of R-7 zoning and the variation will no longer be applicable. Therefore, the Staff Development Committee is supportive of the requested variation.

### **Plat of Subdivision**

The petitioner has submitted the Final Plat of Subdivision showing the consolidation of the six lots into one lot to accommodate the proposed development. Staff has reviewed the Plat and found it in compliance with all applicable codes. As part of the subdivision, the petitioner is required to dedicate land on both the east and west side of the subject property for roadway Right-of-Way purposes and this dedication has been shown on the plans. All required engineering fees, bonds, and deposits have been submitted.

### **Building Design Issues**

The building is well designed and the building materials are compatible to those found on similar structures of this size in and around Downtown Arlington Heights. The majority of the parking area is located below ground, and where the parking area extends onto the first floor, the parking is wrapped by residential units to the south, which conceals the majority of the parking area from public view. The building architecture was favorably reviewed by the Design Commission as outlined above. However, the Design Commission voiced concerns over the compatibility & compliance of the development to the Comprehensive Plan. As noted, staff has found the proposed development compliant with the Comprehensive Plan.

Several variations have been requested relative to this project. In analyzing requests, staff has considered the context of the subject property location, which is separated from adjacent single-family residential uses by streets to the west (Chestnut Avenue) and to the south (Sigwalt Street). To the east, the subject property is separated from the neighboring office uses by Highland Avenue. It is important to note that no portion of the subject property directly abuts any single-family zoning district that contains a single-family home.

Moreover, the Comprehensive Plans allows for "Single-Family Attached" uses (i.e. townhomes) on the land located immediately west of the subject property on the west side of Chestnut Avenue, as well as on the southeast corner Sigwalt Street and Chestnut Avenue. To the south of the subject property at the southwest corner of Highland Avenue and Sigwalt Street, the Comprehensive Plan allows for High Density Multi-Family uses. Staff notes that the southwest corner of Highland Avenue and Sigwalt Street would not likely be appropriate for a development at a similar scale to the current proposal, as that site is directly abutting existing single-family homes and is not separated from these homes by a street. Furthermore, there are several areas of existing R-7 zoning located south of Sigwalt Street that contain 5-story buildings which directly abut single-family homes. As noted, the subject site does not have the same relationships to neighboring single-family residential properties as it is separated by a street on three sides.

### **Density**

For each of the one-bedroom and two-bedroom unit types, the building offers several different layouts which adds to the uniqueness of the development. According to the Village's Zoning Ordinance the maximum number of units allowed is based on the bedroom mix and the size of the property. Based on the petitioner's bedroom mix, which consists of 38 one-bedroom units, 50 two-bedroom units, a lot area of 67,800 square feet is required per the R-7, regulations. The lot size of the proposed development is 39,587 square feet. Therefore, the following variation has been requested:

- **Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.**

The petitioner is required to dedicate land on both the Highland Avenue side of the site and the Chestnut Avenue side of the site for public Right-of-Way (ROW) in order to bring those ROW's into compliance with minimum standards for ROW width. This dedication reduces the size of the lot and consequently contributes to the density

variation. The land area of the required dedication translates to the loss of four one-bedroom units per density allowances.

In addition, staff notes that the average household size within the United States has been declining for many decades. The US Census reports that in 1970, the national average household size was 3.1 persons (the R-7 density regulations were established in 1972). By 2012, the national average household size had dropped to 2.6 persons per household. This trend holds true in Arlington Heights, where the Census Bureau data shows average household size in Arlington Heights was 2.58 persons in 1990 (includes both renter and homeowner household sizes) and had dropped to 2.41 persons by 2010 (see **Appendix II**).

Data on renter household size in Arlington Heights is only available for the years 2000 and 2010, and this data shows the size of renter households as smaller than that of homeowner households (1.91 in 2000 and 1.93 in 2010). Furthermore, these renter household statistics are based on all forms of rental housing, including single-family homes, and it is assumed that single-family homes are generally preferable for larger families in comparison to rental apartment forms of housing. If the data could be isolated to show only rental multi-family households, staff expects that the average persons per household would be smaller than 1.93.

Considering this data, staff believes that the density regulations of the R-7 district are somewhat obsolete in that they are based on average household sizes that are no longer applicable today. The proposed development would not yield as many residents as it may have in the 1970's when the density regulations were established.

Finally, staff notes that the proposed development, even at the proposed density, is significantly less than what could be constructed in the B-5 Zoning District, which is the zoning classification for the majority of the remainder of Block 425 (B-5 zoning applied to the subject property would allow 112 units based on the unit mix). Therefore, the proposed density of the subject property will still allow the site to function as a transition between the remainder of Block 425 and the single-family neighborhoods to the south and west.

Given these facts, the Staff Development Committee is supportive of the requested density variation.

#### Height

The maximum allowable height of structures within the R-7 district is limited to 60' as measured from the finished grade at the front of the building. Because the building has two "fronts" (one along Highland Avenue and one along Chestnut Avenue), the height of the building is determined by the taller of these two measurements. On the east side of the building the distance from grade at the property line to the top of the structure is measured at 62.5' feet, and therefore the following variation is needed:

- **A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'**

As identified above, the Village Board adopted the "Downtown Master Plan" in January of 2007, and the plan made explicit recommendations for the redevelopment of Block 425. Specifically, the plan calls for development on the southern quarter of Block 425 to be in the 4-6 story range. The proposed development, at 5-stories, is consistent with the Downtown Master Plan. Furthermore, staff notes that it is a current development trends to provide larger floor-to-ceiling heights than have been provided in residential developments in the past, and in order to reduce the impact of the height of the building, the developer has sunk one floor of parking into the basement to keep the structure at 5-stories. Given the context of the site as separated from existing residential, coupled with the conformity to the Downtown Master Plan, the Staff Development Committee is supportive of the proposed variation to increase the maximum allowable building height by 2.5'.

#### Setbacks

Due to the unique layout of the subject site as fronting on three streets, the subject property has two front yards, one along Highland Avenue and one along Chestnut Avenue. The required setbacks for all yards are based, in part, on the size of the structure, and the following variations are required:

- **Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 10.5' where code requires a 48' setback.**
- **Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 16.3' where code requires a 48' setback.**
- **Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 34' setback.**
- **Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3' where code requires a 20' setback.**

Staff has evaluated the proposed setbacks and the Staff Development Committee is supportive of these variations for the following reasons:

1. The petitioner is required to dedicate 8' of land for public ROW on both the east and west sides of the property. Without this dedication, the setbacks along these frontages would be 18.5' (east side) and 24.3' (west side). Staff has studied similar developments within the R-7 district to determine the compatibility of the proposed development to existing R-7 developments within the community. The data relative to these developments is contained within **Exhibit I** attached to this report. In consideration of this land dedication, staff has found the proposed setbacks compatible with front yards of similar developments within the R-7 District. There are no immediate plans to widen the street along either Chestnut Avenue or Highland Avenue and therefore the dedicated ROW will remain as greenspace for the immediate, and potentially long-term, future.
2. To the south, east, and west, the subject property is bounded by streets, which provide a further measure of separation and buffer from the surrounding single-family properties. Therefore, the reduced setbacks will not adversely impair the flow of air or the provision of natural light to neighboring properties. As noted in **Exhibit I**, there are multiple examples of developments within the R-7 District that directly abut single-family homes and do not provide the same amount of separation as the subject property.
3. To the north, the setback of the subject property is 5' as measured from the 1-story garage ramp. However, the garage ramp is only one story tall and is not the full length of the building; the 5-story mass of the building is actually setback 18.3' from the north property line. The proposed garage ramp was added in order to eliminate a second garage entrance onto Chestnut Street, which helps to reduce the impact of the development on the single-family homes to the rear. The setback encroachment is a compromise to facilitate access and to maximize on-site parking. Finally, a 30' rear yard setback for residential uses (as measured from the north property line of the subject property) will be required for future development to the north as per the B-5 zoning regulations. In consideration of this future 30' setback, the proposed side yard setback on the subject property is suitable.

#### FAR/Lot Coverage

In regards to both FAR and Building Lot Coverage, the following variations are needed:

- **Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.**
- **Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 253% F.A.R. where code limits maximum F.A.R. to 200%.**

Both FAR and Building Lot Coverage regulations are meant to restrict the bulk and mass of a building in order to minimize the visual impact of a structure as viewed from neighboring properties and public ROW's. Staff has studied other developments within Arlington Heights and found that the R-7 District contains several similar 5-story

structures, many of which directly abut single-family homes, as shown in **Exhibit I**. Given the street separation between the subject property and the neighboring single-family homes, the effect of the bulk and mass of this structure will be minimized. Staff has also taken into account the required street dedication, which magnifies the extent of these variations but which land will likely be maintained as greenspace/parkway. In addition, the Downtown Master Plan calls for 4 to 6 stories on the subject site, whereas the proposed development is 5-stories. In consideration of these items, the Staff Development Committee believes the proposed FAR and Building Lot Coverage to be acceptable.

### **Site Related Issues**

The proposed development will provide on-site detention in an underground detention vault located on the northwest side of the site. The key site related issues relate to a proposed transformer in the front yard, the burial of overhead utilities, loading requirements, parking stall/drive aisle dimensions, and the proposed balconies.

#### **Transformer**

Per code requirements, all ground mounted mechanical infrastructure (AC Units, generators, transformers, etc.) must be located within the allowable building setback lines. The petitioner has proposed a transformer in the front yard along Highland Street, which requires the following variation:

- **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.**

The Staff Development Committee is supportive of this variation due to the space constraints of the site. Given the parking ramp and underground detention vault at the rear of the building, there is no possibility to locate the proposed transformer behind the building. The proposed location will be away from the residential areas and will be in an area with existing Village utilities that are within the ROW. In addition, the Design Commission has required additional evergreen landscape screening of this unit to provide for a year round buffer, which will minimize the effect of its appearance.

#### **Utilities**

There is currently four overhead utility poles that must be addressed as part of the proposed development. Block 425 contains multiple overhead wires that run along the north end of the site and down the center of the site and across the subject property. These overhead utilities must be removed to accommodate development of the block and will be relocated to the west side of Chestnut Avenue where there are existing utility poles.

There are also two utilities poles within the Sigwalt Street ROW along the north side of street and abutting the subject site. They contain overhead lines that run along the north side of Sigwalt Street to connect to a pole at the northeast corner of Sigwalt Street and Chestnut Avenue. Additionally, overhead lines run diagonally across Sigwalt Street to connect with a pole located on the southwest corner of Sigwalt Street, and there are also overhead lines that run directly across Sigwalt Street to connect with a pole directly south of the center of the property. The Fire Department will need the Sigwalt Street ROW to access the upper floors of the building during emergency situations, and in order to provide adequate overhead space for a ladder truck to maneuver, the Fire Department has requested that no overhead lines cross Sigwalt Street or be located on the northern side of Sigwalt Street.

For both fire safety and aesthetic purposes, the Planning Department and the Fire Department is requiring that ***all*** overhead utilities lines along Sigwalt Street west of Highland Avenue and east of Chestnut Avenue be buried as part of this development, unless the Village and ComEd determine that burial is not feasible, in which case the overhead utilities will need to be relocated to the south side of Sigwalt Street.

#### **Loading Requirements**

The proposed development is required to provide one on-site, 10-foot by 35-foot loading berth. The loading berth for this development is located on the street and not “on-site”, and so the following variation is required:

- **A variation from Chapter 28, Section 11.7, Schedule of Loading Requirements, to waive the required loading berth for the development.**

The Staff Development Committee supports the aforementioned variation as an on-street loading space will be accommodated in the public ROW along Highland Avenue adjacent to the proposed development. There are several developments within the downtown area that have on-street loading, such as Dunton Towers, 110 S. Evergreen, and the Parkview Apartments (currently under construction). As has been done with other developments in Downtown, such as Metro Lofts, Parkview Apartments, and Metropolis, the Staff Development Committee would recommend that delivery/move-in/move-out operations shall be restricted as follows: 7:00 AM to 6:00 PM, Monday through Friday and 9:00 AM to 4:00 PM on Saturday and Sunday.

#### Parking Stall Size and Drive Aisle Widths

In order to maximize the amount of parking that can be provided within the development, the petitioner has requested the following variations:

- **Chapter 28, Section 11.2-7, Size, to reduce the required depth of certain parking stalls from 18' to 16'.**
- **Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.**

The Village's traffic engineer has reviewed the proposed layout, and after requiring certain revisions to the plans to which the developer has made, the Engineering Department is comfortable that the parking stall sizes and drive aisle widths will be adequate. Staff notes that a similar drive aisle width variation was granted to the Parkview Apartment development that is currently under construction on the north side of downtown. Being that these are residential parking stall (i.e. not for a retail development) spots will not see a high turnover, and the Staff Development Committee is supportive of the requested variations.

#### Balconies

Per Section 6.6-5.1 of the Zoning Code, balconies are only permitted to encroach into a rear yard. However, some of the proposed balconies on the subject property will encroach into the front, side, and exterior side yards up to a distance of 5.3 feet. Therefore, the following Variation is needed:

- **Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.**

The design of the balconies is compatible with the architecture of the building and the provision of private outdoor amenity space will enhance the quality of life for residents of the subject property. To recess all balconies inside of the building would reduce the overall floor area of each unit. At the request of the Design Commission, the petitioner has recessed certain balconies where feasible (on east and west elevations), which has decreased the extent of the variation and improved the design of the building. As a condition of approval, the Design Commission has required that additional balconies be recessed along the north elevation. However, the balconies on all elevations will encroach into the setback areas, and therefore the variation is still required. The Staff Development Committee is supportive of the proposed variation.

#### Landscape & Tree Preservation Issues

The petitioner has submitted a code compliant landscape plan. There are no trees on the subject property and no tree preservation plan is required. At the request of the Design Commission, the petitioner will add additional evergreen plantings to screen the transformer along Highland Avenue and enhance some of the plantings at the entrance to the building. A condition of approval to conform to the landscape revisions as outlined by the Design Commission has been included in the staff recommendation.

#### Parking & Traffic

Parking for properties within the R-7 district is required at a rate of 1.5 spaces per unit. For an 88-unit residential development, this translates to 132 parking spaces being required. The petitioner has proposed 110 on-site parking spaces (1.25 per unit) and has submitted a traffic and parking study in conjunction with their application. Additionally, the market study contained an analysis of parking for similar developments in comparable suburban locations that are within close proximity to a Metra station. Based on the developments analyzed within the parking study, which average 1.22 parking spaces per unit, the petitioner believes that the proposed 1.25 parking spaces will be sufficient to accommodate the parking demand generated by the development.

Staff has evaluated the data within the parking study and notes that there are several properties that were counted twice, and some of the data shows errors relative to the number of parking spaces. Furthermore, some of the properties surveyed are located within Evanston, and staff doesn't believe that Evanston is a comparable example due to the multiple transit options within that community (Metra, CTA "L", and multiple Pace and CTA bus lines). Finally, staff notes that the parking study only provided data on the quantity of parking provided; there were no surveys of the properties included to illustrate if these parking lots were at or below capacity. Therefore, it is unknown if the parking ratios provided within these developments are adequate or problematic.

In order to ascertain local demand, staff has studied the supply of parking within developments located in Downtown Arlington Heights. The downtown area contains two rental apartment developments: Hancock Square and Dunton Tower. Staff has found that together, these two developments provided 1.51 parking spaces per unit during 2016. Furthermore, these developments do not provide any onsite parking, meaning that management must purchase parking permits from the Village for their tenants to use the North garage and Vail Avenue garage. It is, however, unknown if the permits sold to these developments are used by residents of each development. Therefore, the average of 1.52 parking spaces per unit is believed to equate to actual parking demand as it is assumed that parking permits are not purchased unless a tenant needs the space. Condominium developments within Downtown provide parking in the range of 1.65 spaces per unit to 1.0 spaces per unit, with an average of 1.43 spaces per unit.

When analyzed on a parking space per bedroom basis, Dunton Tower and Hancock Square provide 1.12 parking spaces per bedroom. The subject property is proposing only 0.79 spaces per bedroom, which further indicates a parking deficiency. Staff believes that the petitioner will need to provide the code required 1.5 parking spaces per unit in order to meet the expected parking demand for tenants within their development. This data is summarized **Table II** below, and the entire dataset is included as an attachment to this report as **Exhibit II**.

**Table II: Parking Analysis Relative to Existing Developments**

|                                                                                      | Parking Spaces per Unit | Parking Spaces per Bedroom |
|--------------------------------------------------------------------------------------|-------------------------|----------------------------|
| Dunton Tower                                                                         | 1.44                    | 1.05                       |
| Hancock Square                                                                       | 1.59                    | 1.17                       |
| Downtown Apartment Average                                                           | 1.52                    | 1.11                       |
| Downtown Condo Average                                                               | 1.43                    | 0.88                       |
| Sigwalt Apartments (as proposed)                                                     | 1.25                    | 0.79                       |
| Sigwalt Apartments (if 22 parking spaces are provided within the Vail Avenue garage) | 1.50                    | 0.95                       |

Per Section 11.3-2 of the Zoning code states "that spaces accessory to a multiple-family dwelling or apartment-hotel shall be within 300 feet of the use served." The Vail Avenue garage meets this requirement and the Staff Development Committee believes that the Village should make available 22 parking spaces within the Vail Avenue garage to allow the petitioner to conform to code required amount of parking.

The Police Department has surveyed parking usage within the Vail Avenue garage several times over the last four years, most recently in March of 2017 and in July of 2016. Staff has analyzed these surveys has found that, on average, there are between 98 and 114 available spaces on Level 3 during the evening and overnight, and 137 and 198 spaces available on Level 4 during the evening and overnight. The contents of these surveys is included as

**Appendix IV.** Staff believes that ample capacity exists to provide 22 spaces for the petitioner within levels 3 or 4 of the Vail Avenue garage. As has been done with the last development that used spaces within the Vail Avenue garage, staff is asking the developer to make a contribution to the Village for the provision of these spaces at an amount of \$4,400 per space. In addition, the petitioner will be required to obtain resident permits from the Village for any of the 22 spaces that are needed for the tenants within their development. **Table III** below summarizes the parking requirements for this project:

**Table III - Parking Assessment**

| Use                                  | Square Footage / # of Units | Parking Ratio     | Required Parking |
|--------------------------------------|-----------------------------|-------------------|------------------|
| R-7 Multi-Family Residential         | 88 units                    | 1.5 spaces / unit | 132 spaces       |
| <b>Total Required</b>                |                             |                   | 132 Spaces       |
| <b>Total Provided On-site</b>        |                             |                   | 110 Spaces       |
| <b>Total Provided in Vail Garage</b> |                             |                   | 22 Spaces        |
| <b>Surplus / (Deficit)</b>           |                             |                   | 0                |

The petitioner believes that the proposed 110 spaces will be adequate to capture the peak parking demand of their development. Staff believes that 1.5 parking spaces per unit is needed, however, staff is agreeable to a 3-year monitoring period which will begin once final occupancy of the building has been granted. Upon conclusion of the third year, the Village will determine the average number of permits obtained during years 2 through 3, and upon request from the petitioner, will refund to the petitioner the difference between this average and the 22 spaces, at a rate of \$4,400 per space. In this regard, if actual usage of the Vail Avenue garage spaces does not reach the projected peak of 22, then the developer will not have to pay for spaces that they do not need.

Finally, staff notes that condo developments have historically generated additional parking demands when compared to apartment developments. Therefore, a condition of approval has been included that requires an amendment to the PUD should petitioner propose conversion of the subject property into condominiums.

Relative to traffic generation, the traffic analysis has found that minimal traffic will be generated by the proposed development during peak times. Furthermore, given the proximity of the site to the Metra station and the downtown retail amenities, it is estimated that 15% of the traffic generated by the development will be foot-traffic. Staff notes that Sigwalt Street is designated as a “collector” street per the Village “Thoroughfare and Transportation Policy Plan”, and it is meant to distribute traffic from local streets to arterial streets. Additionally, most of the minimal traffic increases will occur along Sigwalt Street and Campbell Street, and along Highland Avenue adjacent to the development. Very little increase in traffic is projected south of the site within the single-family residential neighborhoods. The study has concluded that the existing roadway network adjacent to the development is capable of handling the minimal traffic anticipated from the development, and no improvements to the existing roadway network are warranted.

#### **Construction/Phasing:**

The petitioner has provided a preliminary construction/phasing plan outlining that the proposed development will proceed in two phases. Phase I will consist of construction of the underground parking level and first floor of the structure, as well as the utilities. Phase II will entail construction of the remainder of the building. Exterior work on the building should be complete by fall of 2018, and interior work by early 2019. The plan outlines that lane closures will occur intermittently while utility work is performed. A final construction plan, including details on all lane closures, will be required at time of building permit application.

#### **Market Study and Economic Analysis**

The petitioner has submitted a comprehensive market study in conjunction with their application, which has analyzed the local market conditions and evaluated the proposed development in relation to potential competitors.



The study has found similar developments in the Northwest Suburban Cook County submarket to be at 95.7% occupancy, noting that 95% occupancy is considered “full” and illustrating that there is demand for additional units. Furthermore, the study has noted that the Northwest Suburban Cook County submarket has had incredibly little apartment development over the last 21 years (only 574 units), which further points to a pent-up demand for new rental units. When considering the lack of newly constructed units within Arlington Heights and in similar locations of neighboring communities, the study has estimated that the project will reach stabilization within 7-9 months after completion.

Staff has completed an estimated economic development impact to the Village relative to proposed development, which will provide economic benefits in the form of property taxes, impact fees, and the spending activities of the developments’ residents within the community. This estimated economic impact can be found within **Appendix IV** at the end of this report, and summary is included below in **Table IV**.

**Table IV – Fiscal Impact**

|                                           |             |
|-------------------------------------------|-------------|
| Real Estate Taxes (annual)                | \$49,231    |
| Impact Fee's                              | \$280,513   |
| Annual Resident Spending (within 3 miles) | \$1,347,060 |
| Affordable Housing Fee                    | \$325,000   |

Although there are costs associated with residential developments, staff notes that the proposed development will not likely house many families with children, which will reduce the impact of the development on local schools. Additionally, the proposed development does not include any dedicated senior housing and staff does not anticipate a substantial amount of ambulance service calls.

Overall, the development will provide a positive economic boost to Downtown Arlington Heights. The proposed units will include high-quality finishes and the development will have luxury amenities. With rents around \$1,900-\$2,100 for a one-bedroom unit and \$2,700-\$3,000 for a two-bedroom unit, tenants are expected to have significant spending power to contribute to local restaurants, retail stores, and services.

### **RECOMMENDATION**

The Staff Development Committee has reviewed the petitioner’s request and recommends approval of the following items:

- 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.
- 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 approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
2. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. 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’ where code requires a 48’ setback.
4. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 16.3’ where code requires a 48’ setback.
5. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5’ where code requires a 34’ setback.
6. Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3’ where code requires a 20’ setback.
7. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code

allows a maximum 45% building lot coverage.

8. A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'.
9. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 253% F.A.R. where code limits maximum F.A.R. to 200%.
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 balcony's to project 5.3' 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' to 16'.
14. Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

This approval shall be subject to the following conditions:

1. The Village will sell up to 22 permits within the Vail Avenue garage for parking of tenant automobiles. In exchange for making these 22 permits available, the petitioner shall pay \$96,800 (22 x \$4,400) to the Village as a contribution towards the garage expenses. This amount shall be paid at time of building permit issuance and shall be held in escrow by the Village. Beginning after final occupancy has been for the subject property, the Village will monitor the level of parking permits obtained by the petitioner for a period of 3 years. Upon conclusion of the third year, the Village will determine the average number of permits obtained during years 2 and 3 and will refund back to the petitioner the difference between this average and the maximum of 22 spaces at a rate of \$4,400 per space.
2. The petitioner shall purchase monthly residential parking permits for each of the 22 parking spaces that they use within the Vail Avenue garage for tenant parking.
3. 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 overhead utilities will need to be relocated to the south side of Sigwalt Street.
4. Move-in/move-out operations shall be restricted to between 7:00 AM - 6:00 PM on Monday through Friday and 9:00 AM - 4:00 PM on Saturday and Sunday.
5. Residential units are approved as rental apartments. Converting residential units to condominiums shall require an amendment to the Planned Unit Development.
6. 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.
7. The Petitioner shall comply with the August 15, 2017, motion of the Housing Commission to provide a \$325,000 fee in lieu of the providing the 13 affordable housing units (\$25,000 for each unit affordable unit omitted from the development) to be paid at the time of building permit.
8. The Petitioner shall comply with all Design Commission recommendations from the September 12, 2017 Design Commission meeting.
9. School, Park, and Library contributions shall be required per Village Code prior to the issuance of a building permit.
10. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

September 22, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager  
All Department Heads  
PC File #17-008

## **Appendix I – Required Variations**

- Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. 1.39 acres where code requires a minimum of 2 acres for the R-7 District.
- Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
- Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of 10.5' where code requires a 48' setback.
- Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of 16.3' where code requires a 48' setback.
- Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 34' setback.
- Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3' where code requires a 20' setback.
- Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 72% building lot coverage where code allows a maximum 45% building lot coverage.
- A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'.
- Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 253% F.A.R. where code limits maximum F.A.R. to 200%.
- Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
- Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
- 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.
- Chapter 28, Section 11.2-7, Size, to reduce the required depth of certain parking stalls from 18' to 16'.
- Chapter 28, Section 11.2-8, to allow certain drive aisles to be no less than 20' wide where code requires a minimum drive aisle width of 24'.

**Appendix II – US Census Household Size Data for Arlington Heights**

| <i><b>Year</b></i> | <i><b>Population</b></i> | <i><b>Number of Households</b></i> | <i><b>Average Household Size</b></i> | <i><b>Average Renter Household Size</b></i> | <i><b>Average Owner Household Size</b></i> | <i><b>Total Number of Occupied Housing Units</b></i> | <i><b>Renter Occupied Housing Units*</b></i> | <i><b>Proportion of Renter Occupied Housing Units</b></i> | <i><b>Owner Occupied Housing Units</b></i> | <i><b>Proportion of Owner Occupied Housing Units</b></i> |
|--------------------|--------------------------|------------------------------------|--------------------------------------|---------------------------------------------|--------------------------------------------|------------------------------------------------------|----------------------------------------------|-----------------------------------------------------------|--------------------------------------------|----------------------------------------------------------|
| <b>2010</b>        | 75,101                   | 30,919                             | 2.41                                 | 1.93                                        | 2.55                                       | 30,919                                               | 7,319                                        | 23.7%                                                     | 23,600                                     | 76.3%                                                    |
| <b>2000</b>        | 76,031                   | 30,763                             | 2.44                                 | 1.91                                        | 2.60                                       | 30,763                                               | 7,155                                        | 23.3%                                                     | 23,608                                     | 76.7%                                                    |
| <b>1990</b>        | 75,460                   | 28,810                             | 2.58                                 | Not Available                               |                                            | 28,810                                               | 7,896                                        | 25.9%                                                     | 20,914                                     | 68.7%                                                    |

**Appendix III** – Average Available Spaces within Vail Avenue Garage

| Average Amount of Available Spaces within the Vail Avenue Garage* |  |              |         |          |          |         |          |              |              |         |          |         |          |           |
|-------------------------------------------------------------------|--|--------------|---------|----------|----------|---------|----------|--------------|--------------|---------|----------|---------|----------|-----------|
|                                                                   |  |              | Level 1 |          |          | Level 2 |          |              |              | Level 3 |          | Level 4 |          | Level 5   |
|                                                                   |  |              | Garage  | Highland |          |         |          | Dunton Tower | Dunton Tower |         |          |         |          |           |
|                                                                   |  | Time         | 4-hour  | 4-hour   | Handicap | Permit  | Handicap | Permit       | Handicap     | Permit  | Handicap | Permit  | Handicap | Daily Fee |
|                                                                   |  |              |         |          |          |         |          |              |              |         |          |         |          |           |
|                                                                   |  | Ave Noon     | 126.0   |          |          | 12.3    |          |              |              | 77.9    |          | 183.2   |          | 149.3     |
|                                                                   |  | Ave 6PM      | 52.8    |          |          | 24.6    |          |              |              | 104.1   |          | 193.6   |          | 204.1     |
|                                                                   |  | Ave 7:30/8pm | 6.3     |          |          | 17.0    |          |              |              | 114.3   |          | 137.2   |          | 183.2     |
|                                                                   |  | Ave 2:00am   | 163.6   |          |          | 1.5     |          |              |              | 98.9    |          | 191.9   |          | 249.6     |
|                                                                   |  | Average      | 113.6   |          |          | 12.7    |          |              |              | 84.0    |          | 181.2   |          | 176.7     |
|                                                                   |  | Low          | 0.0     |          |          | 0.0     |          |              |              | 38.0    |          | 86.0    |          | 60.0      |
|                                                                   |  | High         | 178.0   |          |          | 42.0    |          |              |              | 183.0   |          | 219.0   |          | 252.0     |

\*Based on multiple surveys between 2014 and 2017

## Appendix IV – Estimate Fiscal Impact

| Real Estate Taxes |             |              |           |           |                     |            |
|-------------------|-------------|--------------|-----------|-----------|---------------------|------------|
| Units             | Per Unit MV | Market Value | AV        | EAV       | Tax Rate            | RE Taxes   |
| 88                | 120,000     | 10,560,000   | 1,056,000 | 2,956,800 | 9.6                 | \$ 283,853 |
|                   |             |              |           |           | 1.665 (VAH Portion) | \$ 49,231  |

| Land Dedication (Impact) Fees |       |           |          |            |           |            |
|-------------------------------|-------|-----------|----------|------------|-----------|------------|
|                               | Units | SD 25     | SD 214   | AH Parks   | Library   | Total      |
| 1br                           | 38    | \$ 351    | \$ 147   | \$ 98,922  | \$ 7,946  | \$ 107,366 |
| 2br                           | 50    | \$ 18,942 | \$ 8,135 | \$ 135,210 | \$ 10,861 | \$ 173,147 |
|                               | Total | \$ 19,293 | \$ 8,282 | \$ 234,131 | \$ 18,806 | \$ 280,513 |

| Spending |            |                   |              |
|----------|------------|-------------------|--------------|
|          | Population | Per Person Annual | Total        |
|          | 114.4      | \$11,775*         | \$ 1,347,060 |

\*Per CoStar, figure is per person spending within a 3-mile radius

PLAN

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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-e-y.

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?

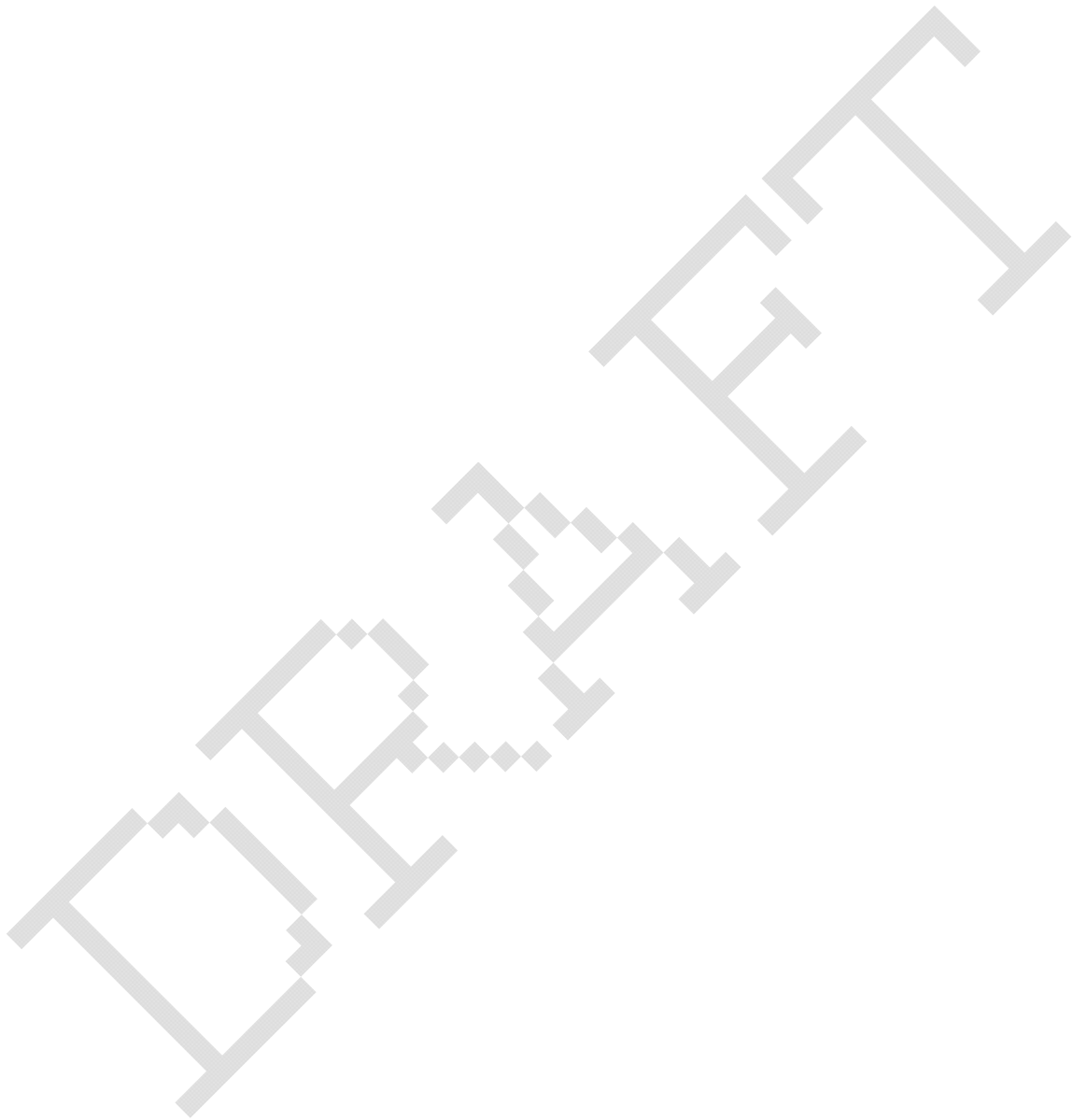
COMMISSIONER GREEN: Motion to adjourn.

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

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



**Downtown Area Multifamily***Height, Setbacks, Zoning, and Density*Prepared by Planning and  
Community Development Dept.

| <b>Building</b>                          | <b>Height</b> | <b>North<br/>Setback</b>             | <b>South<br/>Setback</b> | <b>East<br/>Setback</b> | <b>West<br/>Setback</b> | <b>Zoning</b> | <b>Adjacent<br/>Zoning<br/>North</b> | <b>Adjacent<br/>Zoning<br/>South</b> | <b>Adjacent<br/>Zoning<br/>East</b> | <b>Adjacent<br/>Zoning<br/>West</b> | <b>Density</b>          | <b>FAR</b> | <b>Building<br/>Lot<br/>Coverage</b> | <b>Aerial<br/>Image<br/>Number</b> |
|------------------------------------------|---------------|--------------------------------------|--------------------------|-------------------------|-------------------------|---------------|--------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------|------------|--------------------------------------|------------------------------------|
| 100 S. Vail                              | 40'           | 20'<br>(Front)                       | 15' (Rear)               | 25' (Ext.<br>Side)      | 31' (Side)              | R-7           | B-5                                  | R-4                                  | R-4                                 | R-4                                 | 59.4<br>Units/<br>Acre  | 1.67       | 41.80%                               | 1                                  |
| 104 N. Pine                              | 42' *         | 13' 3"<br>(Side)                     | 20' (Ext.<br>Side)       | 25'<br>(Front)          | 33'<br>(Rear)           | R-7           | R-6                                  | R-7                                  | R-3                                 | B-2                                 | 50 Units/<br>Acre*      | 1.48       | 37%***                               | 2                                  |
| 110 S. Dunton                            | 45'           | 29' 13/4"<br>(Side)                  | 29' 13/4"<br>(Side)      | 30'<br>(Front)          | 30'<br>(Rear)           | R-7           | B-1                                  | R-6                                  | R-6                                 | R-7/R-4                             | 53.29<br>Units/<br>Acre | 2.00       | 47%                                  | 3                                  |
| 110 S. Evergreen                         | 60' 10 3/8"   | 20'<br>(Front)                       | 20' 4"<br>(Rear)         | 17' (Ext.<br>Side)      | 57' (Side)              | R-7           | B-5                                  | R-6                                  | R-7/R-6                             | R-6                                 | 47.14<br>Units/<br>Acre | 2.07       | 37.76 %***                           | 4                                  |
| 121 S. Vail                              | 45.33' ***    | 17.29'<br>***<br>(Side)              | 17.29'<br>***<br>(Side)  | 30'<br>(Rear)           | 27'<br>(Front)          | R-7           | R-4                                  | R-4                                  | R-7                                 | R-4                                 | 59.4<br>Units/<br>Acre  | 2.22***    | 44.37%***                            | 5                                  |
| 214 N. Pine<br>(Building Only)           | 44' *         | 22' **<br>(Ext.<br>Side)             | 17' **<br>(Side)         | 26' **<br>(Front)       | 37' **<br>(Rear)        | R-6           | R-6                                  | R-6                                  | R-3                                 | B-2                                 | 50 Units/<br>Acre*      | 1.75**     | 35.07%**                             | 6                                  |
| 214 N. Pine<br>(Building with<br>Garage) | 44' *         | 1'***<br>(Ext.<br>Side)              | 2.5'***<br>(Side)        | 10'***<br>(Front)       | 16'***<br>(Rear)        | R-6           | R-6                                  | R-6                                  | R-3                                 | B-2                                 | 50 Units/<br>Acre*      | 1.75**     | 69.53%**                             | 6                                  |
| 215 W Miner                              | 54' †         | 56.36'/<br>159.24'<br>***<br>(Front) | 25' (Rear)               | 14.56'<br>(Side)        | 14.86'<br>(Side)        | R-7           | R-7                                  | R-7                                  | B-3                                 | R-3                                 | 96.53<br>Units/<br>Acre | 1.47       | 24.49%                               | 7                                  |
| 225 E. Wing                              | 35' 8"***     | 25'<br>(Front)                       | 32' (Rear)               | 20' (Ext.<br>Side)      | 13' 3"<br>***<br>(Side) | R-7           | R-7                                  | R-7                                  | R-4                                 | B-2                                 | 50 Units/<br>Acre       | 1.51       | 37.63%                               | 8                                  |
| 320 W. Campbell                          | 56' to 58'    | 57.17'<br>(Ext.<br>Side)             | 41' (Ext.<br>Side)       | 121.82'<br>(Front)      | 50'<br>(Rear)           | R-7           | R-3/R-7                              | R-3/R-6                              | R-6/R-7                             | R-3                                 | 57.14<br>Units/<br>Acre | 2.00       | 18.22%                               | 9                                  |

\* Per Pine Ave. Neighborhood Study, March 2000

† Estimated at 9' per floor

\*\* Estimated from aerial, no detailed plans on record

\*\*\* Estimated from poor quality plans on record



**Downtown Area Multifamily**Prepared by Planning and  
Community Development Dept.*Height, Setbacks, Zoning, and Density*

| <b>Building</b> | <b>Height</b> | <b>North<br/>Setback</b> | <b>South<br/>Setback</b> | <b>East<br/>Setback</b> | <b>West<br/>Setback</b> | <b>Zoning</b> | <b>Adjacent<br/>Zoning<br/>North</b> | <b>Adjacent<br/>Zoning<br/>South</b> | <b>Adjacent<br/>Zoning<br/>East</b> | <b>Adjacent<br/>Zoning<br/>West</b> | <b>Density</b>          | <b>FAR</b> | <b>Building<br/>Lot<br/>Coverage</b> | <b>Aerial<br/>Image<br/>Number</b> |
|-----------------|---------------|--------------------------|--------------------------|-------------------------|-------------------------|---------------|--------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------|------------|--------------------------------------|------------------------------------|
| 355 W. Miner    | 44'           | 27'<br>(Front)           | 42' (Rear)               | 12' 8.5"<br>(Side)      | 12' 8.5"<br>(Side)      | R-7           | R-7                                  | R-3                                  | R-7                                 | R-7                                 | 49.36<br>Units/<br>Acre | 1.65       | 37.10%                               | 10                                 |

\* Per Pine Ave. Neighborhood Study, March 2000

† Estimated at 9' per floor

\*\* Estimated from aerial, no detailed plans on record

\*\*\* Estimated from poor quality plans on record

# AERIAL 1 - 100 S. VAIL



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



# AERIAL 2 - 104 N. PINE



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



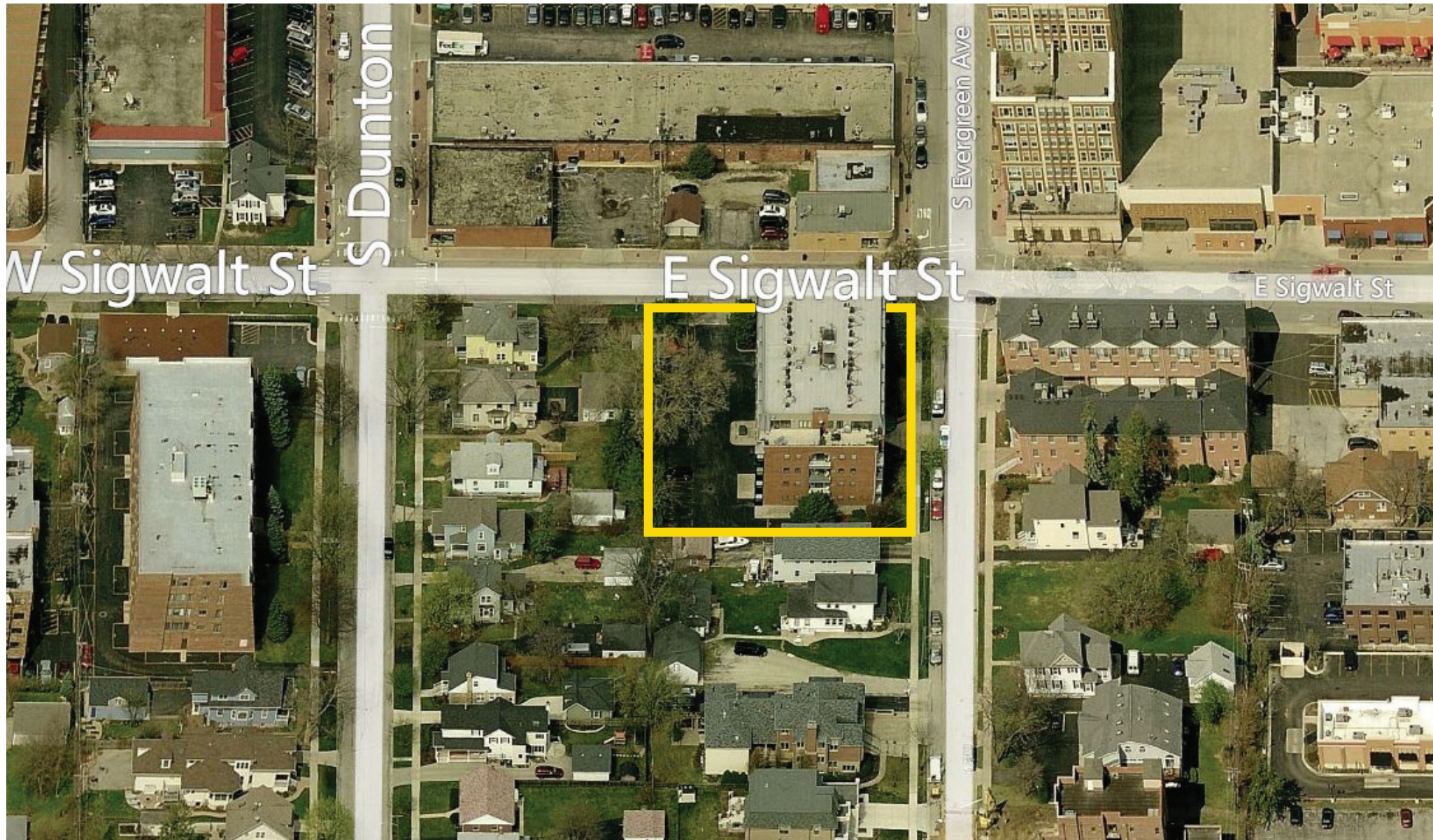
# AERIAL 3 - 110 S. DUNTON



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



# AERIAL 4 - 110 S. EVERGREEN



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



# AERIAL 5 - 121 S. VAIL



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



# AERIAL 6 - 214 N. PINE



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



# AERIAL 7 - 215 W. MINER



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



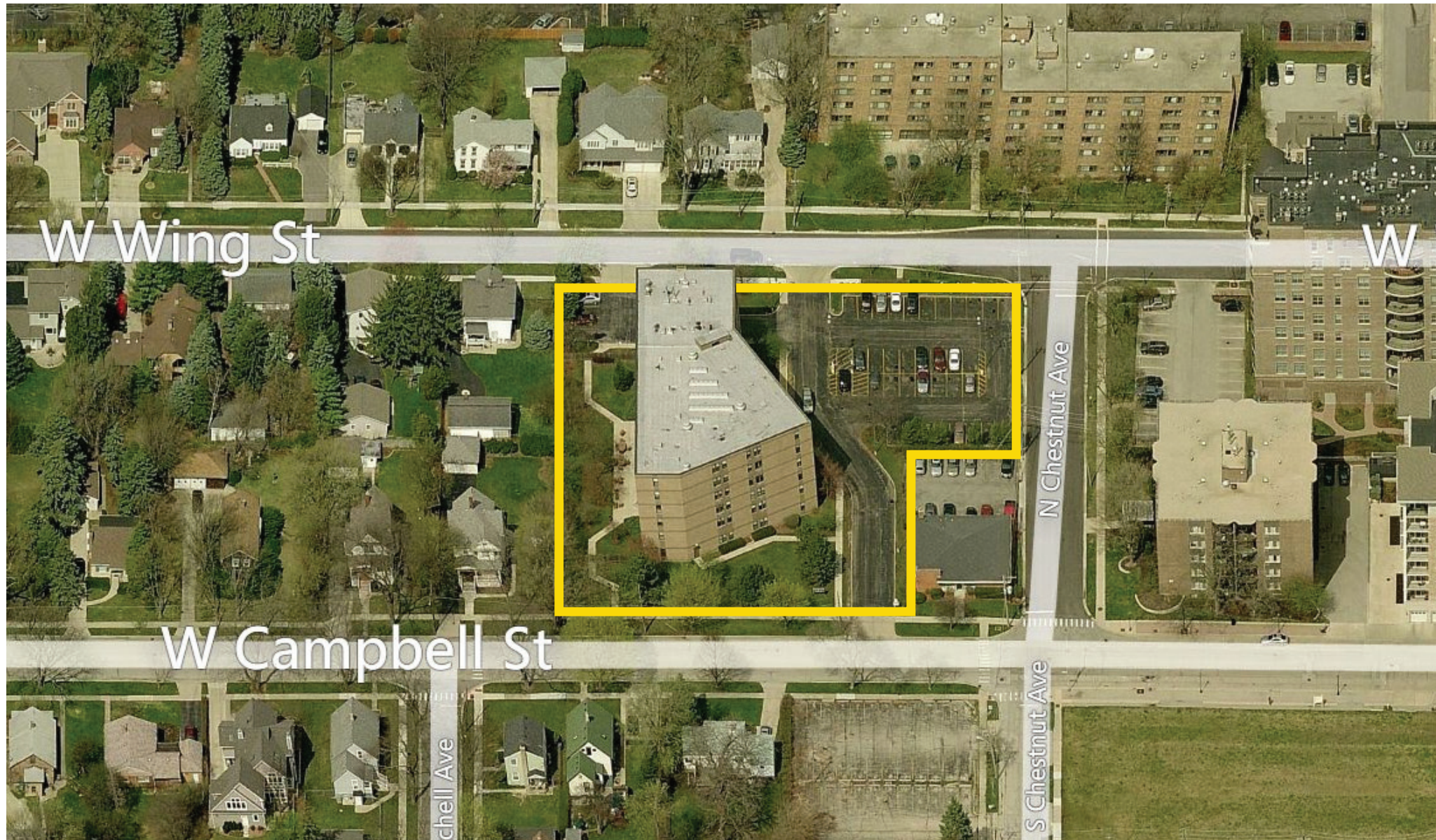
# AERIAL 8 - 225 E. WING



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



# AERIAL 9 - 320 W. CAMPBELL



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



# AERIAL 10 - 355 W. MINER



PREPARED BY VILLAGE OF ARLINGTON HEIGHTS  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT



## ***Parking Permit Information Analysis***

### ***Introduction***

For this study, sales of Parking Permits to selected downtown developments for the year 2016 were obtained from the Finance Department and analyzed. Data was obtained for overnight resident parking permits as well as sales of guest permits. Plan Commission files for the selected developments were also obtained in order to determine the number of units, number of bedrooms, and on-site parking spaces provided (if any).

### ***Downtown Developments with some On-site Parking***

Downtown developments with on-site parking were analyzed separately in this study, as they may have the ability to accommodate more on-site guest parking.

- Spaces/permits per unit range from 1.65 spaces per unit to 1.37 spaces per unit, with an average of 1.51 spaces per unit
- Spaces/permits per bedroom range from 1.08 spaces per bedroom to 0.71 spaces per bedroom, with an average of 0.84 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.14 permits per bedroom to 0.04 permits per bedroom, with an average of 0.08 permits per bedroom
- All developments with on-site parking are condominiums, with few rental units

### ***Downtown Developments with no On-site Parking***

Downtown developments with no on-site parking were also analyzed in this study, to determine the demand generated by these developments as a result of having no on-site parking available.

- Spaces/permits per unit range from 1.59 spaces per unit to 1.0 spaces per unit, with an average of 1.38 spaces per unit
- Spaces/permits per bedroom range from 1.17 spaces per bedroom to 0.92 spaces per bedroom, with an average of 1.04 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.53 permits per bedroom to 0.02 permits per bedroom, with an average of 0.36 permits per bedroom

### ***Apartment Developments***

Apartment developments were also analyzed in this study, to determine the demand generated by these developments compared to condominium developments. It should be noted that no apartment development in this study has on-site parking.

- Spaces/permits per unit range from 1.59 spaces per unit to 1.44 spaces per unit, with an average of 1.52 spaces per unit
- Spaces/permits per bedroom range from 1.17 spaces per bedroom to 1.05 spaces per bedroom, with an average of 1.11 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.53 permits per bedroom to 0.02 permits per bedroom, with an average of 0.28 permits per bedroom

### ***Condominium Developments***

Condominium developments were also analyzed in this study, to determine the demand generated by these developments compared to apartment developments. The majority of these developments have some on-site parking.

- Spaces/permits per unit range from 1.65 spaces per unit to 1.0 spaces per unit, with an average of 1.43 spaces per unit
- Spaces/permits per bedroom range from 1.08 spaces per bedroom to 0.71 spaces per bedroom, with an average of 0.88 spaces per bedroom
- Maximum Guest Parking per month ranged from 0.46 permits per bedroom to 0.04 permits per bedroom, with an average of 0.18 permits per bedroom

### ***Downtown Parking Permit Info - Summary***

| <b><i>Property Type</i></b> | <b><i>Spaces/Permits Per Unit Ratio</i></b> |                   |                       | <b><i>Spaces/Permits Per Bedroom Ratio</i></b> |                   |                       | <b><i>Maximum Guest Permits per Month per Bedroom</i></b> |                   |                       |
|-----------------------------|---------------------------------------------|-------------------|-----------------------|------------------------------------------------|-------------------|-----------------------|-----------------------------------------------------------|-------------------|-----------------------|
|                             | <b><i>High</i></b>                          | <b><i>Low</i></b> | <b><i>Average</i></b> | <b><i>High</i></b>                             | <b><i>Low</i></b> | <b><i>Average</i></b> | <b><i>High</i></b>                                        | <b><i>Low</i></b> | <b><i>Average</i></b> |
| With On-Site Parking        | 1.65                                        | 1.37              | 1.51                  | 1.08                                           | 0.71              | 0.84                  | 0.14                                                      | 0.04              | 0.08                  |
| With no On-Site Parking     | 1.59                                        | 1.00              | 1.38                  | 1.17                                           | 0.92              | 1.04                  | 0.53                                                      | 0.02              | 0.36                  |
| Apartments                  | 1.59                                        | 1.44              | 1.52                  | 1.17                                           | 1.05              | 1.11                  | 0.53                                                      | 0.02              | 0.28                  |
| Condominiums                | 1.65                                        | 1.00              | 1.43                  | 1.08                                           | 0.71              | 0.88                  | 0.46                                                      | 0.04              | 0.18                  |

### ***Conclusion***

It was found that, on average, developments with on-site parking had higher space/permit per unit ratios than developments without on-site parking (1.51 spaces per unit for developments with on-site parking, compared to 1.38 spaces per unit for developments with no onsite parking).

However, when observed on a per bedroom basis, developments with no on-site parking provided more permits/spaces per bedroom (1.04) than developments with on-site parking (0.84).

In regard to Guest Permits, developments with no on-site parking required more spaces per bedroom than developments with on-site parking (0.36 Guest Permits per bedroom for developments with no on-site parking compared to 0.08 Guest Permits per bedroom for developments with on-site parking).

When comparing Condominium developments to Apartment developments, it was found that, on average, Apartment developments provided more parking spaces per unit than Condo developments. Apartment developments averaged 1.52 spaces per unit, while Condominium developments averaged

1.43 spaces per unit. The same was true when analyzing spaces provided per bedroom, with Apartment developments averaging 1.11 spaces per bedroom and Condominium developments averaging 0.88 spaces per bedroom. However, it should be noted that it is unclear if the two Apartment projects utilize any of the purchased permits for other purposes, such as for employees or guests. Further, the condominium average is skewed by one development (Metropolis) having a much lower ratio. Removing this outlier, the condominium average is 1.49 spaces per unit, and 0.93 spaces per bedroom. As such, this data confirms the need for a required parking ratio of 1.5 spaces per unit.

Apartment developments also required more Guest Permits than Condominium developments, with Apartment developments requiring an average of 0.28 spaces per bedroom, and Condominium developments requiring an average of 0.18 spaces per bedroom. This could be due to the fact that no Apartment development had any on-site parking, while the majority of Condominium developments did have some on-site parking that could accommodate guests.

---

Prepared by Jake Schmidt, Assistant Planner

Planning and Community Development Department

9/11/2017



**Parking Permit Info - Downtown**

| <b>Property</b>                            | <b>***<br/>Onsite<br/>Parking</b> | <b>Number of<br/>Units</b> | <b>Number of Bedrooms</b> | <b>Monthly Permits</b>       | <b>Permit<br/>/Spaces<br/>per Unit</b> | <b>Permit /<br/>Spaces<br/>per<br/>Bedroom</b> | <b>*Guest<br/>Permits<br/>(Annual)</b> | <b>*Guest Permits<br/>(Max. per Month)</b> | <b>Guest Permits<br/>(Avg. per Month)</b> |
|--------------------------------------------|-----------------------------------|----------------------------|---------------------------|------------------------------|----------------------------------------|------------------------------------------------|----------------------------------------|--------------------------------------------|-------------------------------------------|
| Dunton Tower Apartments                    | None                              | **215                      | 296                       | *310 (16)                    | 1.44                                   | 1.05                                           | 1077 (16)                              | 158 (Sep. 16)                              | 89.75                                     |
| Hancock Square Apartments (Phase I and II) | None                              | **409                      | 556                       | *650 (16)                    | 1.59                                   | 1.17                                           | 32 (16)                                | 12 (Dec. 16)                               | 2.67                                      |
| Metro Lofts                                | None                              | ***55                      | 80                        | 81 (16)                      | 1.47                                   | 1.01                                           | 259 (16)                               | 37 (Nov. 16)                               | 21.58                                     |
| Metropolis                                 | None                              | ***90                      | 98                        | 90 (16)                      | 1.0                                    | 0.92                                           | 257 (16)                               | 41 (Nov. 16)                               | 21.42                                     |
| Arlington Town Square                      | 118                               | ***93                      | 186                       | 18 (16)                      | 1.46                                   | 0.73                                           | 89 (16)                                | 20 (Dec. 16)                               | 7.42                                      |
| Vail Bldg.                                 | 112                               | ***79                      | 133                       | 4 (avg.) (Vail Bldg. 16)     | 1.47                                   | 0.87                                           | 5 (16)                                 | 5 (Apr. 16)                                | 0.42                                      |
| Campbell Bldg.                             | 129                               | ***98                      | 189                       | 5 (avg.) (Campbell Bldg. 16) | 1.37                                   | 0.71                                           | 53 (16)                                | 13 (Aug. 16)                               | 4.42                                      |
| Wing Bldg.                                 | 142                               | ***86                      | 176                       | 0 (avg.) (Wing Bldg. 16)     | 1.65                                   | 0.81                                           | 8 (16)                                 | 8 (Jan. 16)                                | 0.67                                      |
| 1 N. Chestnut                              | 57                                | ***40                      | 59                        | *7 (avg.) (16)               | 1.6                                    | 1.08                                           | 17 (16)                                | 8 (Apr. 16)                                | 1.42                                      |

\*Per Finance Dept. Records. Does not include standard monthly permits used as guest permits by mgmt.

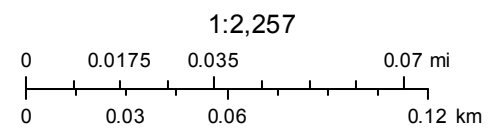
\*\* Per building mgmt.

\*\*\*From Village Records

# Aerial - PC 17-008: Sigwalt Apartments

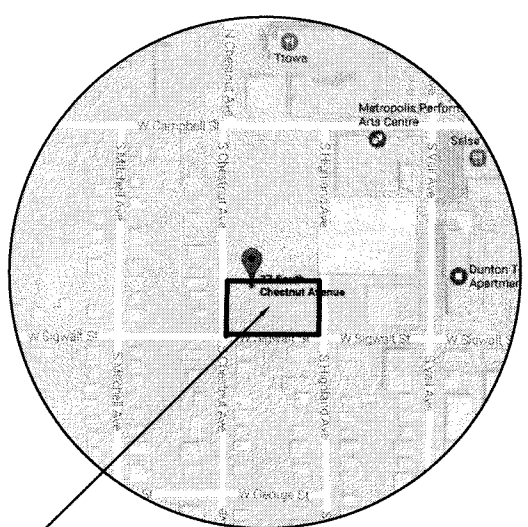


September 21, 2017





VICINITY MAP



SURVEY SITE

PROFESSIONALS ASSOCIATED SURVEY, INC.

PROFESSIONAL DESIGN FIRM NO: 184-003023  
7100 N. TRIPP AVE., LINCOLNWOOD, ILLINOIS 60712  
TEL.: (847) 675-3000, FAX: (847) 675-2167  
E-mail: pa@professionalsassociated.com  
www.professionalsassociated.com

ALTA/NSPS LAND TITLE SURVEY  
OF

LEGAL DESCRIPTION AS PER TITLE POLICY:

LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

METES AND BOUNDS LEGAL DESCRIPTION:

THAT PART OF LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 15; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOTS 15, 16 AND 17, BEING ALSO THE EAST RIGHT-OF-WAY LINE OF SOUTH CHESTNUT AVENUE, A DISTANCE OF 150.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 17; THENCE NORTH 89 DEGREES 56 MINUTES 43 SECONDS EAST ALONG THE NORTH LINE OF SAID LOTS 12 AND 17, A DISTANCE OF 279.93 FEET TO THE NORTHEAST CORNER OF SAID LOT 12; THENCE SOUTH 00 DEGREES 00 MINUTES 35 SECONDS WEST ALONG THE EAST LINE OF SAID LOTS 12, 13 AND 14, BEING ALSO THE WEST RIGHT-OF-WAY LINE OF SOUTH HIGHLAND AVENUE, A DISTANCE OF 150.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT 14; THENCE SOUTH 89 DEGREES 56 MINUTES 43 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOTS 14 AND 15, BEING ALSO THE NORTH RIGHT-OF-WAY LINE OF WEST SIGWALT STREET, A DISTANCE OF 279.90 FEET TO THE POINT OF BEGINNING, ALL IN SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS.

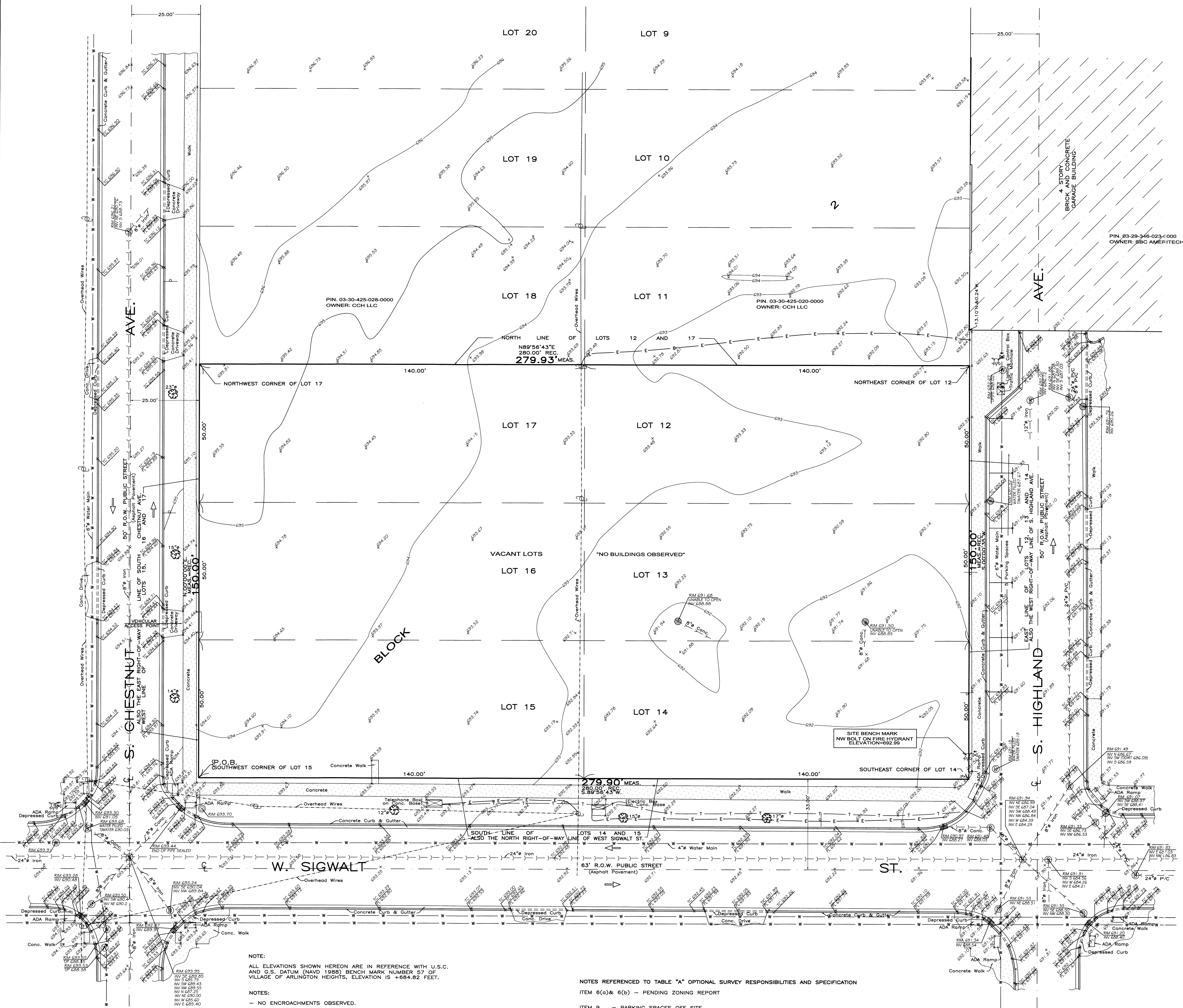
LAND TOTAL AREA: 41,987 SQ. FT. = 0.964 ACRE.

COMMONLY KNOWN AS: 37-45 SOUTH CHESTNUT AVENUE, ARLINGTON HEIGHTS, ILLINOIS AND  
36-40 SOUTH HIGHLAND AVENUE, ARLINGTON HEIGHTS, ILLINOIS

NORTH  
GRAPHIC SCALE

15 0 15 30  
( IN FEET )  
1 inch = 15 Ft.

PERMANENT INDEX NUMBERS: 03-30-425-012-0000  
03-30-425-013-0000  
03-30-425-014-0000  
03-30-425-021-0000  
03-30-425-022-0000  
03-30-425-023-0000



NOTE:  
ALL ELEVATIONS SHOWN HEREON ARE IN REFERENCE WITH U.S.C. AND G.S. DATUM (NAVD 1988) BENCH MARK NUMBER 57 OF VILLAGE OF ARLINGTON HEIGHTS, ELEVATION IS +894.82 FEET.

NOTES:

- NO ENCROACHMENTS OBSERVED.
- BY OBSERVATION THERE IS DIRECT PEDESTRIAN ACCESS FROM SUBJECT PROPERTY TO PUBLIC RIGHT-OF-WAY STREETS, SOUTH CHESTNUT AVENUE, SOUTH HIGHLAND AVENUE AND WEST SIGWALT STREET.
- BY OBSERVATION THERE IS DIRECT VEHICULAR ACCESS TO SOUTH CHESTNUT AVENUE BY WAY OF THE CONCRETE DRIVEWAY AND DEPRESSIONED CURB.
- UNINTERRUPTED BARRIER CURBING RESTRICTS ACCESS TO SOUTH HIGHLAND AVENUE AND WEST SIGWALT STREET.
- LOCATION OF UTILITIES SHOWN HEREON ARE TAKEN FROM OBSERVED EVIDENCE VISIBLE ON THE SITE, MARKINGS BY UTILITY COMPANIES AND FROM VARIOUS UTILITY COMPANY RECORDS. INFORMATION TAKEN FROM RECORDS IS DEEMED APPROXIMATE. FOR MORE ACCURATE LOCATIONS FIELD EXCAVATE OR CONTACT RESPECTIVE UTILITY COMPANY.
- THERE IS VISIBLE EVIDENCE (OVERHEAD ELECTRICAL WIRES AND SUPPORTING POLES ACROSS THE SUBJECT PROPERTY RUNNING NORTH FROM SIGWALT STREET) OF A UTILITY EASEMENT. NO DOCUMENTATION FOR AN EASEMENT WAS PROVIDED TO THE SURVEYOR.
- NO VISIBLE EVIDENCE OF UNDERGROUND UTILITY LINES CROSSING THE SUBJECT PROPERTY WAS OBSERVED IN THE COURSE OF THE SURVEY. LOCATION OF UNDERGROUND UTILITIES (IF ANY) WILL BE PLOTTED IF THEY ARE MARKED IN THE FIELD BY THE RESPECTIVE UTILITY AND/OR MUNICIPAL ENTITIES AND SUBSEQUENTLY A REVISION TO THIS PLAT OF SURVEY WILL BE ISSUED.

LEGEND:

- = SEWER MANHOLE
- = STORM MANHOLE
- = CATCH BASIN
- = INLET
- = MANHOLE
- = WATER MANHOLE
- = FIRE HYDRANT
- = WATER VALVE
- = POWER POLE
- = TRAFFIC SIGN
- = TREE
- = SPOT ELEVATION
- = CONTOUR LINE
- TC = TOP OF CURB ELEVATION
- FL = FLOW LINE ELEVATION
- = SEWER LINE
- = STORM LINE
- = WATER LINE
- = ELECTRIC LINE
- = TELEPHONE LINE

NOTES REFERENCED TO TABLE "A" OPTIONAL SURVEY RESPONSIBILITIES AND SPECIFICATION

- ITEM 6(a)& 6(b) - PENDING ZONING REPORT
- ITEM 9 - PARKING SPACES OFF SITE REGULAR.
- ITEM 16 - BY OUR OBSERVATION THERE ARE NO VISIBLE SIGNS OF ANY CURRENT BUILDING CONSTRUCTION OR EARTH MOVEMENT ON THIS PROPERTY.
- ITEM 17 - BY OUR OBSERVATION AND INFORMATION THERE ARE NO RECENT STREET RIGHT OF WAY CHANGES OR ANY SIDEWALK REPAIRS OR CONSTRUCTION.
- ITEM 18 - NO INFORMATION SHOWING WETLANDS DELINEATION MARKERS COMPLETED BY QUALIFIED PERSONNEL. WAS PROVIDED BY CLIENT FOR THE SUBJECT PROPERTY.
- ITEM 19 - THERE ARE NO RECORD DOCUMENTS PROVIDED TO THE SURVEYOR OF ANY OFFSITE EASEMENTS OR SERVITUDES BENEFITTING PROPERTY.
- ITEM 20 - PROFESSIONAL LIABILITY INSURANCE POLICY HAS BEEN OBTAINED BY THE SURVEYOR IN THE AMOUNT OF \$2,000,000.00

FLOOD CERTIFICATE:

ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP OF VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS DATED AUGUST 19, 2008, THIS PROPERTY IS IN A MINIMUM FLOODING AREA AND IS DESIGNATED AS ZONE "X" COMMUNITY PANEL NUMBER 170055.0203 J (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD)

NO FIELD SURVEYING WAS PERFORMED BY UNDERSIGNED SURVEYOR TO DETERMINE THIS ZONE.

TO CLARK STREET HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY  
- FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 6(b), 8, 9, 11, 13, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 13, 2017.

DATE OF PLAT

IL PROF LAND SURVEYOR NUMBER 35-2281  
MY LICENSE EXPIRES NOVEMBER 30, 2018.

Drawn By: ZZ

REVISED: APRIL 18, 2017.  
(ADDED METES AND BOUNDS LEGAL DESCRIPTION)

REVISED: APRIL 11, 2017.  
(ADDED NOTES)

BASIS:  
FIRST AMERICAN TITLE INSURANCE COMPANY,  
ORDER NO. NCS-828605-CH12,  
EFFECTIVE DATE: DECEMBER 9, 2016.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

ORDER NO.: 17-91627

SCALE: 1 INCH = 15 FEET.

DATE OF FIELD WORK: February 13, 2017.

ORDERED BY: POLSINELLI  
Attorneys at Law



June 12, 2017

Village of Arlington Heights  
Department of Planning & Community Development  
33 S. Arlington Heights Road  
Arlington Heights, IL 60005

Re: 45 S. Chestnut – Project Description

Dear Plan Commission,

CA Ventures/CA Residential is proposing a new multi-family residential project to be located on the property along Sigwalt Street between Highland Avenue and Chestnut Avenue. The property is currently vacant.

Part of the development will include rezoning the property from R3 to R-7 multiple family, Planned Unit Development, which is consistent with the Village's Comprehensive Plan. The Comprehensive Plan designated the site as High Density Multi Family.

The development includes 88 rental apartments in a 5-floor building with a basement. The basement will include parking, storage, mechanical and electrical spaces. The first floor will include parking, residential units and the lobby to the building. The second floor is a mix of residential units and amenity spaces such as a community room, fitness room and an outdoor roof deck. The third, fourth and fifth floor are all residential units.

The design of the building is contemporary and will mesh with both the residential neighborhood to the west and south as well as the more urban feel of the mixed-use downtown area. The exterior materials of the building include a mix of utility size face brick, cast stone and metal panels. The first floor units will have patios facing the street, which will help to activate the street levels and engage the community. In addition to the patios, landscaped planters and bike racks will help to activate the street level, especially on Sigwalt.

110 parking spaces will be provided in the basement and first floor parking areas. This equates to a 1.25 ratio of parking stalls per unit.



The height of the building to the roof deck line is 58 feet, which meets the R-7 height limit of 60 feet. The U-shaped nature of the floor plan allows the second floor roof deck to be formed along the south façade of the building. This helps to reduce the overall massing of the building along the major elevation on Sigwalt street.

In response to the Village's Affordable Housing Policy, CA Ventures/CA Residential is proposing to contribute \$25,000 per required affordable unit towards the Village's affordable housing trust. This equates to \$325,000 total.

There are several variations that we are seeking for this development. Please refer to the separate Justification for Variation letter for further detail.

We are very excited about this project and look forward to working with the Village throughout this entire process.

Regards,

A handwritten signature in dark ink, appearing to read 'M. Porto', with a stylized flourish extending to the right.

Michael Porto  
Project Manager  
CA Ventures



June 12, 2017

Village of Arlington Heights  
Department of Planning & Community Development  
33 S. Arlington Heights Road  
Arlington Heights, IL 60005

Re: 45 S. Chestnut – Justification for Variation

Dear Plan Commission,

The following is a list of variations that we are seeking for the project listed above. In each case, the development will meet the following criteria.

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
- *The plight of the owner is due to unique circumstances.*
- The variation, if granted, will not alter the essential character of the locality

We are very excited about this project and look forward to working with the Village throughout this entire process.

Regards,

A handwritten signature in black ink, appearing to read 'M. Porto', with a stylized flourish at the end.

Michael Porto  
Project Manager  
CA Ventures



#### Chapter 28, Section 5.1-7.4 Minimum Lot Size

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
  - Petitioner Response: If the project were planned per the underlying zoning, the property would allow for only 55 units. The current development is planned for 88 units. This proposal would not be economically feasible if only 59 units could be provided. According to the Market Study dated April 10, 2017, “the unit mix and sizes appear well suited for the market”.
- *The plight of the owner is due to unique circumstances.*
  - Petitioner Response: The property is in a unique situation: the Comprehensive Plan designates the site as “High Density Multi Family” – the same as the parcels that are located along the south side of Sigwalt Street. The Comprehensive Plan uses “High Density Multi Family” as a transition between “Mixed Use” in the CBD and “Moderate Density Multi Family” that transitions across the site.
- The variation, if granted, will not alter the essential character of the locality
  - Petitioner Response: The location of the site is situation between single family homes on the west and south sides of the site and a mixed use to the north and east. This 5-story building will appropriately mesh with this transitional property location.

Chapter 28, Section 5.1-7.6 Required Minimum Yards (Interior Side/North)

Chapter 28, Section 5.1-7.6 Required Minimum Yards (Front/Highland)

Chapter 28, Section 5.1-7.6 Required Minimum Yards (Front/Chestnut)

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
  - Petitioner Response: If the project were planned per the existing setback requirements, the proposed 88 units would not be able to fit in the footprint of the building. The building can't get any higher per the current zoning requirements so in order for the 88 units to fit within the site, the setbacks must be reduced. This proposal would not be economically feasible with less units provided. According to the Market Study dated April 10, 2017, "the unit mix and sizes appear well suited for the market".
- *The plight of the owner is due to unique circumstances.*
  - Petitioner Response: The property is in a unique situation: the Comprehensive Plan designates the site as "High Density Multi Family" – the same as the parcels that are located along the south side of Sigwalt Street. The Comprehensive Plan uses "High Density Multi Family" as a transition between "Mixed Use" in the CBD and "Moderate Density Multi Family" that transitions across the site.
- The variation, if granted, will not alter the essential character of the locality
  - Petitioner Response: There are no plans to widen the physical streets along Highland or Chestnut, therefore the 8 feet of land dedicated will remain as green space.

Chapter 28, Section 7.1-7.7 Maximum Building Lot Coverage

Chapter 28, Section 5.1-7.13 Maximum Floor Area Ratio

- *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.*
  - Petitioner Response: If the project were planned per the existing building lot coverage, the proposed 88 units would not be able to fit in the footprint of the building. The building can't get any higher per the current zoning requirements so in order for the 88 units to fit within the site, a variation is requested for the maximum building lot coverage and maximum floor area ratio. This proposal would not be economically feasible with less units provided. According to the Market Study dated April 10, 2017, "the unit mix and sizes appear well suited for the market".
- *The plight of the owner is due to unique circumstances.*
  - Petitioner Response: The property is in a unique situation: the Comprehensive Plan designates the site as "High Density Multi Family" – the same as the parcels that are located along the south side of Sigwalt Street. The Comprehensive Plan uses "High Density Multi Family" as a transition between "Mixed Use" in the CBD and "Moderate Density Multi Family" that transitions across the site.
- The variation, if granted, will not alter the essential character of the locality
  - Petitioner Response: The location of the site is situation between single family homes on the west and south sides of the site and a mixed use to the north and east. This 5-story building will appropriately mesh with this transitional property location.



August 25, 2017

Michael Porto  
CA Ventures  
130 E. Randolph Street  
Suite 2100  
Chicago, IL 60601

Re: 45 S. Chestnut – Neighborhood Meeting Summary

Dear Sam,

The following is a summary of the neighborhood meeting that was held at 7:30pm on August 21, 2017 at the Village of Arlington Heights Village Hall. All residents within 250' of the property received letters inviting them to the neighborhood meeting. The letter also encouraged residents to invite other neighbors that may not have received the letter.

General Information

- Around 40 residents were in attendance for the neighborhood meeting. The meeting started promptly at 7:30pm and ran until approximately 9:00pm.
- Michael Porto (CA Ventures), Matt Katsaros (CA Ventures) and Mark Hopkins (HKM Architects) were all in attendance representing the petitioner.
- CA Ventures gave a quick overview of the purpose of the meeting and informed residents about the upcoming public meetings with the Village. Specifically, Design Commission Hearing on Tuesday, September 12, 2017 and the Plan Commission hearing tentatively scheduled for Wednesday, September 27, 2017.
- Mark Hopkins gave a 20-minute presentation that outlined the entire project, including some revised renderings and exterior elevations that address some of the concerns brought up in the Design Commission hearing on August 8, 2017.
- After the presentation from CA Ventures and HKM, the meeting was opened up to Q&A from the residents.

The following topics have been grouped together and summarized based on the questions and concerns of the residents.

#### Parking

- Residents were concerned with how parking on the surrounding streets and in the Vail St Parking Garage would be affected by the proposed development. The development team explained that it is their intention to apply for a variance that would allow a parking ratio of 1.25 parking spaces per unit (Village Code states 1.50). The 110 spots in the building would meet that proposed variance request.
- Residents were concerned with how overflow parking would be handled and where they would park.

#### Traffic

- Residents were concerned about what sort of impact the proposed development would have on the traffic in the area.
  - o Residents explained that during rush hours, there is daily traffic back-ups on Chestnut.
  - o The intersection of Highland and Sigwalt is of specific concern because parking is allowed on Sigwalt ,just east of Highland. With cars parked on the street, it becomes a blind intersection trying to turn out on to Sigwalt.
  - o Residents had major concern about the increase in traffic in the neighborhood to the south of the property. There are 3 or 4 intersections along George St that do not have stop signs in either direction and there have been several accidents at those intersections recently.
  - o The development team informed residents that a traffic study was recently completed for the new development and it did not indicate that any revisions be made to the adjacent intersections. Independent of this project, it does sound like the Village should study some of the intersections in the surrounding area to see if additional traffic control needs to be added.
- Residents asked if there would be any street closures once construction began on the project. The development team informed the group that the only time there would be a street closure would be when new utilities are being tied in to the existing utilities along Sigwalt. This would be coordinated with the General Contractor to limit the amount of time the street would be closed.

#### Exterior Appearance

- There were several residents that spoke out in support of the proposed design and thought it would be a great fit on the site.
- There were several residents that had concerns regarding the appearance of the building. The concerns are listed below.

- o A lot of residences in the surrounding neighborhood are over 100 years old. There are concerns that the proposed solution does not contextually fit with those older residences.
- o Even though the 2007 Downtown Master Plan calls for a 4-6 story building on this site, residents feel that the neighborhood has changed and don't feel that the proposed development is a good transition between residences and the downtown. The development team stated that the Planning and Community Development Department's published goals for 2017 includes encouraging development of Block 425
- o Residents are concerned that the building is too tall compared to the surrounding buildings and does not address the neighborhood.
  - One suggestion was that the west half of the building drop down to 4 stories while the east half go up to 6 stories to help transition to the neighborhood.
  - One suggestion was to flip the 2<sup>nd</sup> floor outdoor amenity space and have it face the north side to help mitigate any noise that may be traveling to the neighborhood to the south.

#### Variances

- Residents were concerned that the development team is pursuing too many variances with the Plan Commission submittal.

#### Site Utilities

- Residents had concerns about how water would be controlled at the new development and if the neighborhood would be affected. The development team indicated that the MWRD and Village standards would actually help water in the neighborhood because the new project needs to meet these standards. The development team explained that the new site would be addressing volume control with a storm trap located on the northwest portion of the site.

The topics listed above represent a summary of the major items discussed between the development team and residents at the neighborhood meeting on August 21, 2017.

Regards,



Michael Porto – CA Ventures  
Project Manager





## MINUTES

President and Board of Trustees  
Village of Arlington Heights  
Board Room

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

April 17, 2017

8:15 PM

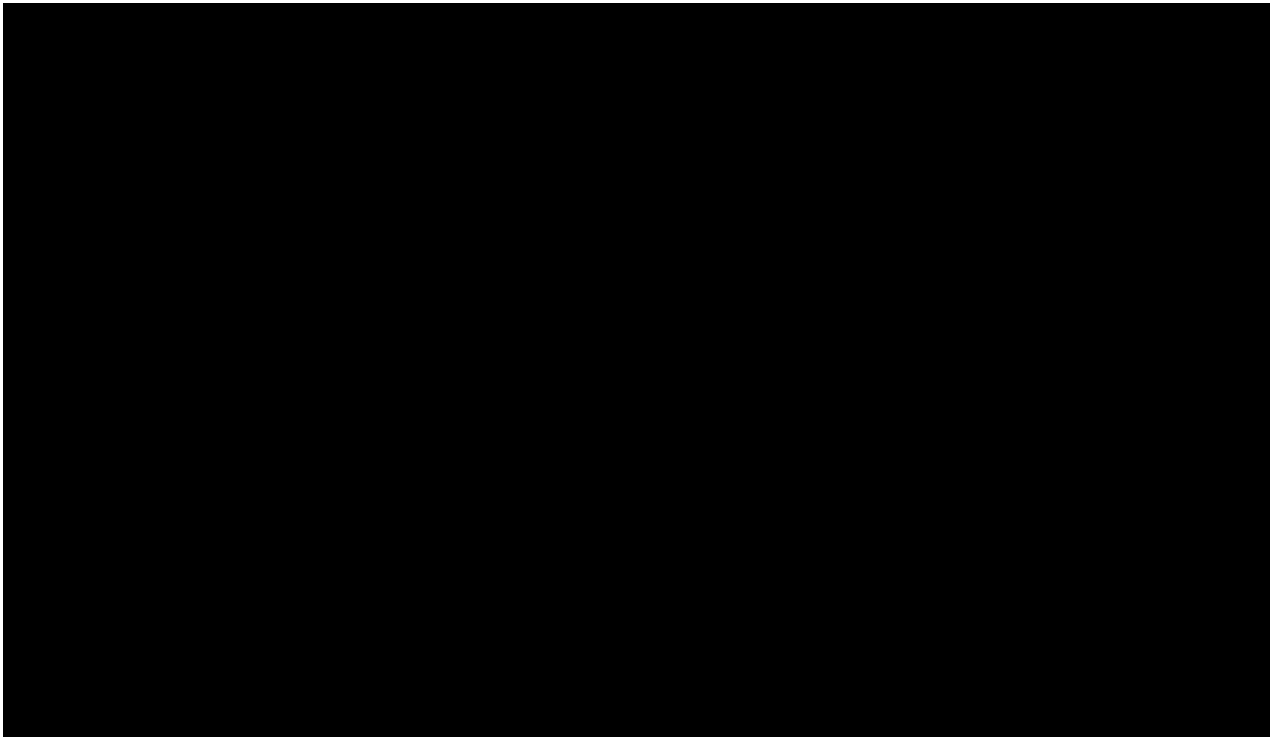
### **I. CALL TO ORDER**

### **II. PLEDGE OF ALLEGIANCE**

### **III. ROLL CALL OF MEMBERS**

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

Also in attendance were: Randy Reckalus, Ben Schuster, Robin Ward, Tom Kuehne, Charles Perkins and Becky Hume.



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**XIV. REPORT OF THE VILLAGE MANAGER**

**A. CA Ventures - Sigwalt Apartments - Early Review**

Mr. Perkins said CA Ventures is proposing a 5 story, 86 unit apartment development with onsite parking. They are seeking a number of variations and asking for 31 parking spaces in the Vail Avenue garage. The development is consistent with the comprehensive plan and a transition site to the neighborhood. The developer is seeking Early Review for Board feedback.

President Hayes asked about the parking. Mark Hopkins of HKM Architects said there are 86 units and 94 parking spaces. Overflow is scheduled for the Vail garage. Mr. Perkins said the staff conducted counts in the garage two times during the night and there is more than adequate parking available to accommodate these spaces. Both Metro Lofts and Metropolis Lofts were required to pay a financial contribution for parking spaces.

President Hayes asked how many tenants would have two cars. Matt Katsaros of CA Ventures said their study estimated 1.1 and 1.25 spaces of parking per unit. They are seeing a decline for the need of cars. They have done comps on other like buildings and don't expect more than 1.25 spaces will be necessary per unit.

Mr. Perkins said that the parking spaces would not be designated, but issued by permit in an open garage format. Staff will have to monitor the number of spaces permitted so the garage is not oversold. Metro Lofts has not needed to use all that they were allotted.

Mr. Katsaros said there will be 1 and 2 bedroom units that will range from 754-867 square feet for the one bedroom units and 1089-1237 square feet for the two bedroom units.

President Hayes said he would love to see development in the area but is a

little concerned with the number of variations. He is anxious to bring more residents into the downtown area.

Trustee Rosenberg asked about the fees for the parking spaces. Mr. Perkins said the total charge would be around \$175,000 for the spaces. Trustee Rosenberg asked if the building could go higher or lower to create additional parking versus using the Vail garage. He was concerned that the northern part of the lot may be developed and need parking. He cited the Metropolis Ballroom expansion, the Ale House and new restaurants which are all putting pressure on the Vail garage. He doesn't want people to be discouraged with a lack of parking. He said he liked the concept and it is a great looking building.

Mr. Perkins said the formal process will require significant data on parking. The Village collected counts in early March on level 4, which had 78 and 190 spaces available at 10 pm and 2 am respectively. That analysis still needs to be vetted and staff will need to take into account future needs.

Trustee Rosenberg said he would like more space available for the public versus the permits. Mr. Katsaros said it is challenging and extremely expensive to add another full underground level. Some parking is built into the first and second floors and units surround it so the building is not garage like in appearance. They are pushing as far as they can before the parking imposes visibly to the street. They plan on providing a more detailed parking report. They do not wish to take up much of the Village's garage.

Trustee Farwell said he liked the look and the number of 86 units is okay. Density makes suburban downtown's work. He concurred with the concern of taking spaces out of the public domain. He would like to know what the parking ratio is in the Village. He also would like to see what might happen on the other 2/3 of the block as there may some economies of scale would make for a better block.

Trustee Sidor said it is hard to find parking on the 4<sup>th</sup> floor of the Vail garage on given days. He said it seems like the Village is volunteering this parking for so many projects. He said he had huge concerns with any overflow into the Vail garage. He said it would be great to add 86 apartments. He asked what the rent would be. Mr. Katsaros said approximately \$2.40 per square foot.

Trustee Blackwood asked if there was a safety provision for those parking in the Vail garage. Mr. Katsaros said they had looked at a bridge, but it was very expensive. The plan is to have one space per unit in the building and then for those units that have two cars, keep the car used less frequently in the Vail garage. The building has 1.1 spaces for each unit; his study says that they need 1.1 to 1.25 spaces per unit.

Trustee LaBedz asked if these were luxury apartments. Mr. Hopkins said

they were and the building has fire pits, a roof deck, an outdoor kitchen, a fitness center and a large bike storage room. Trustee LaBedz said she would like to know what the projected household sizes are. Mr. Hopkins said the prediction is that 80% of the units will be housed by singles. Household sizes are getting smaller in all age groups.

Trustee Tinaglia said it was a good looking building. He said if it went up a floor, they would need a height variation and if it goes over 60', it would need to meet high rise standards. He suggested space could be used on the first or second floor that could be banked parking and if it was not needed, be converted into units. Mr. Hopkins said he thinks when they have hard numbers they can demonstrate the parking capacity is okay. They will look at practical approaches to self-contain it.

Trustee Scaletta said the downtown continues to fill up and he wants to make sure we have enough parking. He said he thinks the developer should provide parking for the property. He said the units were pretty small for condos. Mr. Katsaros said the sizes are very typical in the marketplace right now. They are a rental builder. To design larger units in case of a future conversion would cause them to lose a significant footprint in the units. They are a long-term-hold developer and not looking to flip the property. He said they have talked to the neighboring property owner, but there are no firm plans for that site yet.

Trustee Scaletta asked about visitor parking. Trustee Sidor said overnight parking stickers can be purchased for the Vail garage and any building downtown can use the stickers. Trustee Scaletta said there also is not a place to drop someone off at the building and a place for loading. He said they should look at the number of variations they are requesting and the degree to minimize where possible.

Mr. Perkins said this is a residential transition site so R7 is the most appropriate zoning. There is no retail.

Trustee Glasgow asked if expanding the Vail garage was a possibility. Mr. Perkins explained that it was not unless they moved into space on the other side of Highland when the block is expanded. Mr. Katsaros said he could not speak to the other property owner's plans and he has no control over them. Trustee Glasgow said it was a nice idea and he wanted to hear more.

President Hayes said as this was Early Review, there is no obligation for the Board to vote one way or another based on what was said. The building will still have to go through the process.

[REDACTED]

[REDACTED]

[REDACTED]

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

April 26<sup>th</sup>, 2017

**Project Title:** CA Ventures Sigwalt St Apartments

**Address:** 300 Block W. Sigwalt St

**Petitioner:** Mark Hopkins  
HKM Architects  
43 S. Vail Avenue  
Arlington Heights, IL 60005

**Requested Action:**

1. A rezoning from R-3 One Family to R-7 Multiple Family
2. A preliminary Planned Unit Development (PUD) to allow the construction of a five story, 86 unit apartment development.
3. Plat of Resubdivision to consolidate six lots into one lot.

**Variations Required:**

1. Chapter 28, Section 5.1-7.4 Minimum Lot Size
2. Chapter 28, Section 5.1-7.6 Required Minimum Yards (Interior Side/North)
3. Chapter 28, Section 5.1-7.6 Required Minimum Yards (Front / Highland)
4. Chapter 28, Section 5.1-7.6 Required Minimum Yards (Front / Chestnut)
5. Chapter 28, Section 5.1-7.7 Maximum Building Lot Coverage
6. Chapter 28, Section 5.1-7.13 Maximum Floor Area Ratio

**Attendees:**

Mark Hopkins – HKM Architects  
Mike Porto – CA Ventures  
Matt Katsaros – CA Ventures  
Lynn Jensen – Plan Commissioner  
John Sigalos – Plan Commissioner  
Jay Cherwin – Plan Commissioner  
Bruce Green – Plan Commissioner  
Sam Hubbard – Planning Department  
Bill Enright – Planning Department

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**Project Summary:**

The subject property is located along Sigwalt Street between Highland Avenue and Chestnut Avenue, and is currently vacant. The developer proposes to rezone the property to R-7 multiple family, Planned Unit Development, consistent with the Comprehensive Plan which designates the site as High Density Multi Family. One of the Board's 2017 Strategic Priorities is to facilitate development of this block (block 425). Block 425 has sat vacant and underdeveloped for years as is an important part of the downtown.

The proposal includes 86 rental apartments in a well designed, five floor building. 98 parking spaces will be included in the building with one level underground and additional parking on levels one and two. Additional parking can be provided in the Vail Avenue municipal garage per Chapter 28 Section 11.3-2. Variations requested include density, floor area ratio, building lot coverage, as well as setbacks along the east, west and north property lines. The Sigwalt setback meets code. The height of the building is approximately 60 feet and will need to be verified by providing the average grade at the front of the building. The developer will be required to dedicate 8 feet of property along both Highland and Chestnut for public right of way, which increases the variations due to the loss of land privately held. The current site is 42,000 square feet reducing to 39,600 square feet after dedication.

Meeting Discussion:

Mr. Hopkins briefly described the proposed building and the site it would occupy. The building would be a 5 story apartment building with parking on the first and second floors. The building would face Sigwalt, with the parking area accessed off of Highland Avenue. The first two stories of the building will be full rectangles and floors 3 through 5 would have a central courtyard, allowing for the inclusion of amenity space. The building will observe the 8 foot setback on Sigwalt Street, however variations are being requested for the building to encroach into the setback on the other 3 sides of the property.

Ground floor units will have sidewalks connecting them to the surrounding streets and landscaping to give privacy to ground floor patios. The 2<sup>nd</sup> through 5<sup>th</sup> floor units will feature cantilevered balconies except those adjacent to the rooftop deck. The roof will house an elevator override parapet wall, as well as screened air conditioner and HVAC equipment.

There will be two colors of brick used on the building, one for the two "base" floors, and another for the higher floors. It is the petitioner's hope that this will soften the look of the flat 5 story wall. Stone trim will also be used in select areas. Metal trim will also be used in areas, with an 8 inch profile giving it a "corrugated" look.

The Highland side of the building will feature an overhead door for the garage, as well as a door for residents to access the bike storage areas. Trash will be collected inside the building and rolled outside on collection day. The basement will include a single ramp for access, which the petitioner notes is not optimal, but is what the geometry allows in order for them to fit as much parking as possible, as well as bike storage areas, a machine room for water and electrical service, and bike parking. The first floor will feature more parking in the center of the structure, with 9 units and the lobby surrounding it on the Sigwalt and Chestnut sides. The trash room will also be located on this floor. The lobby will include a mail area, as well as an advanced electronic parcel room. The second floor will also include parking in the center, with units wrapping the parking area on the Sigwalt, Chestnut, and Highland sides. The third floor will include the rooftop deck, as well as a community room and fitness center. The floor plans are identical for the 4<sup>th</sup> and 5<sup>th</sup> floors, except for the roof deck, community room, and fitness center.

Mr. Enright expressed confidence in CA Ventures, citing the multitude of projects featured on their company website, as well as confidence that that the project would be able to work. He noted that the proposed development is exactly the type envisioned by the master plan for the ring surrounding the downtown.

Density is not a concern, as household sizes are much smaller than they were 30 years ago, when the code for the R-7 zone was first written. Specifically, there are more single-person households and empty-nesters. The developer has provided a market study for the project. The study stated that similar developments require 1.1 to 1.2 parking spaces per unit, and the developer is currently working to increase onsite parking to 1.25 spaces per unit, so that the Vail Garage does not become over encumbered with parking. If the developer is unable to fit more parking into the plan, there is confidence that the Village would be able to provide spots in the garage to accommodate the overflow. The study also showed that while there are similar projects currently being constructed in surrounding municipalities, there are none in the immediate area, indicating demand for this type of housing that is currently not being met in the community.

While the developer is asking for multiple variations, the Planning Department believes that the proposed project fits in with the downtown area. The northern portion of the block, if it was rezoned as B5 to be consistent with the Master Plan, would allow even greater density and height than what the developer is proposing. The 2006 Downtown Plan, created by a 19 person panel of citizens and elected officials, proposed that the site in which this new development would be located should be in the 4 to 6 story range, which is consistent with the developer's proposal. Additionally, the height of the proposed building is similar to the existing building on the corner of Evergreen and Sigwalt, which was built around 1986.

He also noted that the developer is not only asking things of the Village, but also contributing by offering a \$325,000 payment to the Affordable Housing Trust Fund, and that fact should be taken into account when deciding on approval for the project and the number of units allowed. Loading would most likely be accommodated on Highland Avenue, similar to the zone provided for Dunton Tower.

It is being researched whether or not the majority of the development's storm water needs could be met through the



addition of new sewers, which the Village was planning to install as part of an overall upgrade plan. The Village has \$2 million in a CIP fund that could be used to upsize sewers in the area, and the developer would be responsible for a prorated share of any cost increases if these sewers are installed. Timing could pose as an issue for this option however, as the Village may not be installing sewers as quickly as the developer is looking to start.

The developer would still need to go through the Design Commission review process, provide a traffic and parking study, as well as data on density, persons-per-household, and parking demand. Per-unit contributions to the School, Library, and Park districts would be provided as required by code. He then reiterated that the development was a great opportunity for the community to begin developing the block, which has been sitting empty for a long time.

Commissioner Cherwin was concerned about how the development would fit in with future development on the northern end of the block, and how it would impact access as well as pedestrian and vehicular traffic. More specifically, he wanted to make sure that the proposed development would not limit opportunities to develop the northern portion of the block in the future.

He stated that the parking counts provided seem reasonable, as do the variations, and that the design of the building is nice. He stated that he didn't see any red flags related to the project. The building would be a good transition between the single family homes on the west side to the larger buildings of downtown on the east. He was curious if the developers had considered any additional rooftop amenities.

Mr. Hopkins stated that the third floor deck would include amenities, such as the pergola, fire pit, tables, and the grilling station.

Commissioner Cherwin clarified that he was referring to the top of the building, not just the third floor deck, as many buildings make use of rooftop space and he was curious as to whether any consideration had been made by the developers as to utilizing this roof space.

Mr. Katsaros stated that they had not looked into utilizing the rooftop as amenity space, but if there was a need for more space they would.

Commissioner Cherwin said he'd mention it because it was a big building, and the third floor deck and space around the building was somewhat limited. He'd seen other plans for buildings downtown and they were able to do great things with rooftop space, so he thought he'd mention it. Overall, he was supportive of the development.

Commissioner Sigalos agreed that the building had a nice design, but was curious about the layout of the corner units with the diagonal wall, and whether that was a practical layout.

Mr. Hopkins stated that he had unit plans that make use of the oddly shaped space, and added that it was not too uncommon for units to have diagonal walls in modern construction.

Commissioner Sigalos asked whether all the units would be rental units for the foreseeable future, and that there wasn't a plan to convert them to condo units.

Mr. Katsaros confirmed that they would be rental units, and that CA Ventures stays away from condo projects.

Commissioner Sigalos asked about the 4 clustered parking spaces on the basement level, and how the spaces by the wall would be accessed.

Mr. Hopkins explained that those spaces are tandems, with one person renting the two spaces.

Commissioner Sigalos asked if there would not be retail or commercial on the first floor.

Mr. Hopkins confirmed that there would be no commercial on the first floor, as it's not intended to be a mixed use building. He noted that the northern portion of the lot would most likely be mixed use, and stated that the lack of the commercial component is what led the design to include an "activated" first floor, with street access for first floor apartments and windows. He believes that it is a good transition between the mixed use downtown and the residential area immediately south and west.

Commissioner Sigalos stated that he thinks the proposed building is great for that location and that he is fully supportive of it.

Commissioner Jensen stated that he believes it is a very good project, and asked where the proposed apartment building stood in relation to other projects such as Arlington Downs, or the proposed apartment building across from Hancock Square.

Mr. Enright added that the apartment building across from Hancock Square is going to have 45 units, of which a third will be affordable rent units.

Commissioner Jensen asked if the petitioner was planning on pricing the units to be comparable with those in Arlington Downs

Mr. Katsaros confirmed that the units would be very comparable to those in Arlington Downs, but that he believed the proposed project was in a better location, with access to downtown amenities.

Commissioner Jensen asked the petitioner to clarify if the area is underserved when it comes to apartment housing.

Mr. Katsaros confirmed that that was the case, stating he believed that there were about 1,000 units undersupplied for the greater Arlington Heights area, including neighboring suburbs.

Commissioner Jensen asked what size of apartments the building would consist of.

Mr. Katsaros stated it would be an almost 50/50 mix of 1 and 2 bedroom units.

Mr. Enright said he believed it would have 46 2-bedroom units and 40 1-bedroom units.

Mr. Hopkins stated that as of the meeting, the plan consisted of 47% one bedroom units, 7% 1 bedroom plus den units, 41% 2 bedroom units, and 6% 2 bedroom plus den units.

Commissioner Jensen asked how cars in the garage will get back down, as the plan states "ramp up" for the ramp.

Mr. Hopkins clarified that they were two way ramps, "ramp up" only meant it led to the floor above.

Commissioner Jensen stated he believed it was a great project, it would do a lot for the corner of Sigwalt and Chestnut as well as downtown, and that he was excited about the project.

Commissioner Cherwin asked if the developers had looked at opportunities to include smaller, more affordable units.

Mr. Katsaros stated that they had looked into that option, as it's a common trend in several markets. However, because the developer was worried about the density variations they would be requesting they had decided they would not make units smaller and more numerous. Additionally, more units would require more parking.

Commissioner Cherwin stated to Bill Enright and Sam Hubbard that, from his perspective, he would be willing to give greater leeway with regard to density and parking requirements if CA Ventures were to add more market-affordable units to their plan.

Mr. Hopkins asked for clarification that Commissioner Cherwin was not referring to micro-units, but rather efficiency type apartments.

Commissioner Cherwin stated he had no particular plan in mind, and that he would defer to the developer and their expertise in what type of units would be affordable. He stated that, if possible, this would be a great opportunity to add actual affordable units to the Village rather than just add money to the Housing fund, and reiterated that he would be willing to give greater leeway in regard to density and parking requirements in exchange for the addition of affordable units to the plan.

Commissioner Jensen asked Bill Enright if he was looking to get all of the required parking on-site.

Mr. Enright stated that the code requires 1.5 parking spaces per unit, which he doesn't believe they would need because if they were on the northern portion of the block and in the B-5 District they would only need 1.25 spaces per unit. The Village Board had some concern about the fact that, in order to meet the 1.5 spaces required by code, the development would need 31 spaces in the Village garage.

Commissioner Jensen clarified that he was asking if, using a requirement of 1.25 spaces per unit, all of the parking for the development would be included on site.

Mr. Enright stated that it is the goal to have all the parking be on-site, however at present time he is unsure whether or not that can be accomplished. It is his impression, however, that the developers would prefer to have 1.25 spaces per unit on-site rather than have only 1.15 spaces per unit on site and 10 spaces in the garage.

Mr. Katsaros stated that it was always their goal to fulfill their parking requirements on-site, rather than utilizing the Village garage. He stated that there is an option a week behind schedule that is currently being worked out, which would allow for all the required parking to remain in the building. While 1.5 spaces per unit is unattainable, he believes 1.25 spaces per unit can be accommodated.

Mr. Enright stated that he was working with the developers to get the project back on schedule.

Commissioner Green asked if there were spaces currently available in the Village garage.

Mr. Enright stated that there were, in his opinion.

Mr. Katsaros stated that he had originally talked about utilizing 10 spots in the Village garage, and that with a requirement of 1.5 spaces per unit they would have needed to utilize 31 spaces.

Commissioner Green said there are 31 spaces available if the developer needs them.

Mr. Enright stated that the Village Board had said they would not want to give up that many spaces for one project, but that 5 to 10 spaces was doable. However, he reiterated he was going to continue working with the developer to accommodate all the parking onsite if that is what the developer prefers.

Commissioner Green agreed, and said it was a good project. He stated he liked the fact it didn't have first floor commercial, which makes it a great transitional building from downtown to the surrounding residential neighborhood.

#### RECOMMENDATION

The Plat & Subdivision Committee was supportive of the proposal and advised that the petitioner should move forward.

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

## STAFF DESIGN COMMISSION REPORT RE-REVIEW

### PROJECT INFORMATION:

**Project Name:** Sigwalt Apartments  
**Project Address:** 45 S. Chestnut Avenue  
**Prepared By:** Steve Hautzinger

**Date Prepared:** July 31, 2017  
**Date Revised:** September 7, 2017

### PETITION INFORMATION:

**DC Number:** 17-089  
**Petitioner Name:** Michael Porto  
**Petitioner Address:** CA Residential LLC  
130 E. Randolph Street, Suite 2100  
Chicago, IL 60601  
**Original Meeting Date:** August 8, 2017  
**Re-Review Meeting Date:** September 12, 2017

### **Requested Action(s):**

1. Approval of the architectural design for a new multi-family apartment 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 seeking approval of the architectural design for a new five-story apartment building with 88 residential apartment units and 110 indoor parking spaces. Parking will be located in the basement and partially on the first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue just west of the Downtown.

The Downtown Master Plan identifies the southern quarter of this block for 4 to 6 story development. This project requires Plan Commission review and Village Board approval for the following: rezone the property from R-3 One-Family Dwelling District to R-7 Multiple-Family Dwelling District, Planned Unit Development, lot consolidation, and miscellaneous zoning variations.

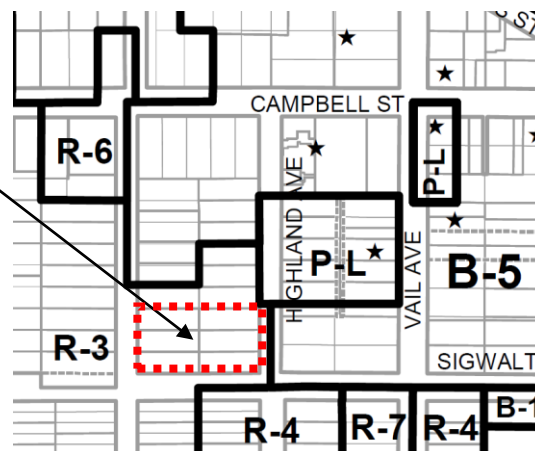
Overall, the proposed design has a nice composition that relates well to the buildings located directly adjacent in the Downtown, such as the Vail Avenue parking garage, Dunton Tower Apartments, and Metropolis Loft condominium. The design includes a nice mix and balance of exterior materials. The colors work well together and complement the adjacent Downtown buildings.

### **SITE ANALYSIS:**



Aerial of Property

Subject  
Property



Zoning Map of Property

**Surrounding Land Uses:**

| <b>Direction</b>        | <b>Existing Zoning</b>                                                              | <b>Existing Use</b>      | <b>Comprehensive Plan</b>                             |
|-------------------------|-------------------------------------------------------------------------------------|--------------------------|-------------------------------------------------------|
| <b>Subject Property</b> | R-3, One-Family Dwelling District<br>(R-7, Multi-Family Dwelling District proposed) | Vacant                   | High Density Multi-Family                             |
| <b>North</b>            | R-3, One-Family Dwelling District /<br>B-5, Downtown District                       | Vacant                   | Mixed Use                                             |
| <b>South</b>            | R-3, One-Family Dwelling District /<br>R-4, Two Family Dwelling Units               | Single Family Residences | Single Family Attached /<br>High Density Multi-Family |
| <b>East</b>             | B-5, Downtown District                                                              | AT&T office building     | Mixed Use                                             |
| <b>West</b>             | R-3, One-Family Dwelling District                                                   | Single Family Residences | Single Family Attached                                |

**PROJECT UPDATE:**

This project was reviewed by the Design Commission on August 8, 2017. At that time, the Design Commission and residents expressed various concerns about the design, so the project was continued so that the design could be further studied, revised, and re-reviewed. A summary of comments from the August 8<sup>th</sup> meeting are as follows:

**Staff Comments from August 8, 2017:**

Overall, Staff supported the proposed design, but raised the following issues:

- Evaluate the quantity and color of the proposed metal panel siding.
- If possible, evaluate lowering the height of the top floor parapet walls one or two feet.
- Evaluate stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.
- Provide additional landscaping throughout the site, in a layered design to soften the proposed building.
- Fully screen the exterior transformer.
- Consider adding specialty paving at the main entrance.

**Design Commission Comments from August 8, 2017:**

The Design Commission felt that the proposed design had good overall proportions, the building height was fine, and the tall windows looked great. However, they expressed the following primary concerns:

- **Metal Siding.** Concern about the appearance, quality, and long-term durability of the metal siding. It was commented that the top floor looked like an addition. Masonry or other more durable cladding materials were suggested.
- **Massing.** Concern about the lack of “push and pull” and flatness of the building massing, and the scale of the east and west elevations as it relates to the adjacent single family homes. It was suggested to recess the balconies on the east and west sides, and consider adding some recesses to the corners or larger apartment units.
- **Cornice.** The top of the wall termination needed further study, possibly a reveal.
- **First Floor, East Elevation.** It was commented that this part of the building lacked the same amount of detailing as the other sides. Additional false windows were suggested to match the west elevation.
- **Sign.** A more contemporary font and style for the lettering on the sign was recommended.

**Resident Comments from August 8, 2017:**

One resident felt the proposed design looked “awesome” and the different look for the Downtown was welcomed. However, the other residents had various design concerns as follows:

- The design is too boxy, lacking shape and flow. The massing needs to be improved.
- Concern about context with the adjacent single family homes.
- The building is too tall and needs better transition to the single-family homes.
- North elevation is harsh and could be exposed for many years.
- Concern that the metal balconies will rust and become an eyesore.

**Design Revisions and Staff Comments:**

In response to the feedback received on August 8, the petitioner has made the following revisions to the design:

- **Metal Siding.** The metal siding on the building has been omitted from the design. Charcoal color brick is now proposed on the top floor, and charcoal color fiber cement lap siding is proposed for the panels below the windows and at recesses in the walls.
  - o The charcoal color brick on the top floor of the building is a nice improvement to the design. It gives the building a quality appearance, and works well to tie the building design together.
- **Massing.** The walls on the east and west elevations have been recessed at the location of the balconies.
  - o The recessed wall areas break up the large flat walls, and this is a very nice improvement to the massing and scale of the side walls.
- **Cornice.** A clear anodized metal coping detail has been added around the top of the building.
  - o The cornice detail is a nice improvement to the design, whereas the previous design looked unfinished at the top of the building.
- **First Floor.** The color of the first floor brick wall has been changed from a light “ginger” color to a dark “charcoal” color to match the top floor of the building.
  - o The dark color brick on the first floor is a nice improvement to the design. It coordinates with the top floor, and it works well to visually support and balance the building design.
  - o At least one additional false window should be added to the first floor east elevation to add interest and break up the brick wall.
- **Sign.** The font on the “Sigwalt Luxury Apartment” sign has been changed to a simpler more modern style, and it is positioned off-center on the wall for a more contemporary appearance.
- **Landscaping.** Additional landscaping has been added to the west elevation to soften the building wall. Additional landscaping has also been provided around the electrical transformer, and specialty paving has been added to the main entry landing.
  - o Overall, the landscape design is nicely done, and the additional landscaping along the west wall is a nice improvement which will help to soften the building wall and provide an enhanced buffer for the houses directly across the street. The specialty paving at the main entrance is a nice enhancement to the design and arrival experience.
  - o It is recommended that the Morton Sweetspire around the electrical transformer be changed to an evergreen shrub to provide year round screening.
  - o Consider substituting the Candytuft perennial along the front of the brick garden walls with a different perennial that has more height to soften the wall.



**Rooftop Mechanical Unit Screening:**

Rooftop mechanical units are required to be fully screened from public view. The proposed design has all of the rooftop mechanical equipment recessed from the exterior walls and enclosed within mechanical equipment screens.

**Dumpster and Utility Screening:**

Trash dumpsters will be stored inside the building. The exterior transformer on the east side of the building should be fully screened with landscaping or other appropriate method.

**RECOMMENDATION:**

It is recommended that the Design Commission **approve** the proposed design for *Sigwalt Apartments* to be located at 45 S. Chestnut Avenue. This recommendation is subject to compliance with the revised plans received 9/6/17, 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. Add at least one additional false window on the east elevation, first floor.
2. It is recommended that the Morton Sweetspire around the electrical transformer be changed to an evergreen shrub to provide year round screening.
3. Consider substituting the Candytuft perennial along the front of the brick garden walls with a different perennial that has more height to soften the wall.
4. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on 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.
5. All signage must meet code, Chapter 30.

\_\_\_\_\_, September 7, 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 17-089

APPROVED

MINUTES OF  
THE VILLAGE OF ARLINGTON HEIGHTS  
DESIGN COMMISSION MEETING  
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING  
33 S. ARLINGTON HEIGHTS RD.  
SEPTEMBER 12, 2017

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

Members Present: John Fitzgerald, Chair  
Ted Eckhardt  
Aaron Coon  
Kirsten Kingsley

Members Absent: Jonathan Kubow

Also Present: Mark Hopkins, HKM Architects for *Sigwalt Apartments*  
Matt Katsaros, CA Ventures for *Sigwalt Apartments*  
Anthony & Demetra Raschillo, Owners of *621 N. Belmont Ave.*  
Jeffrey Everett, Architect for *621 N. Belmont Ave.*  
Derik Leary, Kimley-Horn & Associates for *Target*  
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM AUGUST 22, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF AUGUST 22, 2017.

COON, AYE; KINGSLEY, AYE; ECKHARDT, AYE; FITZGERALD, AYE.  
ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 1. MULTI-FAMILY RE-REVIEWDC#17-089 – Sigwalt Apartments

Mark Hopkins, representing *HKM Architects*, and Matt Katsaros representing *CA Ventures* were present on behalf of the project.

Chair Fitzgerald asked if there was any public comment on the project and there was response from the large audience.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new five-story apartment building with 88 residential apartment units and 110 indoor parking spaces. Parking will be located in the basement and partially on the first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue just west of the Downtown. The Downtown Master Plan identifies the southern quarter of this block for 4 to 6 story development. This project requires Plan Commission review and Village Board approval for the following: rezone the property from R-3 One-Family Dwelling District to R-7 Multiple-Family Dwelling District, Planned Unit Development, lot consolidation, and miscellaneous zoning variations. Mr. Hautzinger reminded the audience that the Design Commission's role is to evaluate the design. Matters relating to zoning, such as density and setbacks, will be reviewed by the Plan Commission on September 27, and the public is invited to attend that meeting. The public's comments regarding design are welcomed tonight.

This project was reviewed by the Design Commission on August 8, 2017. At that time, the Design Commission and residents expressed various concerns about the design, so the project was continued so that the design could be further studied, revised, and re-reviewed.

A summary of Staff comments from the August 8<sup>th</sup> meeting are as follows:

1. Evaluate the quantity and color of the proposed metal panel siding.
2. If possible, evaluate lowering the height of the top floor parapet walls one or two feet.
3. Evaluate stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.
4. Provide additional landscaping throughout the site, in a layered design to soften the proposed building.
5. Fully screen the exterior transformer.
6. Consider adding specialty paving at the main entrance.

A summary of Design Commission comments from the August 8<sup>th</sup> meeting are as follows:

The Design Commission felt that the proposed design had good overall proportions, the building height was fine, and the tall windows looked great. However, they expressed the following primary concerns:

1. Metal Siding. Concern about the appearance, quality, and long-term durability of the metal siding. It was commented that the top floor looked like an addition. Masonry or other more durable cladding materials were suggested.
2. Massing. Concern about the lack of "push and pull" and flatness of the building massing, and the scale of the east and west elevations as it relates to the adjacent single family homes. It was suggested to recess the balconies on the east and west sides, and consider adding some recesses to the corners or larger apartment units.
3. Cornice. The top of the wall termination needed further study, possibly a reveal.
4. First Floor, East Elevation. It was commented that this part of the building lacked the same amount of detailing as the other sides. Additional false windows were suggested to match the west elevation.
5. Sign. A more contemporary font and style for the lettering on the sign was recommended.

A summary of resident comments from the August 8<sup>th</sup> meeting are as follows:

One resident felt the proposed design looked “awesome” and the different look for the Downtown was welcomed. However, the other residents had the following various design concerns:

1. The design is too boxy, lacking shape and flow. The massing needs to be improved.
2. Concern about context with the adjacent single family homes.
3. The building is too tall and needs better transition to the single-family homes.
4. North elevation is harsh and could be exposed for many years.
5. Concern that the metal balconies will rust and become an eyesore.

In response to the feedback received at the August 8<sup>th</sup> meeting, Mr. Hautzinger presented the following revisions being proposed by the petitioner along with Staff’s comments:

1. Metal Siding. The metal siding on the building has been omitted from the design. Charcoal color brick is now proposed on the top floor, and charcoal color fiber cement lap siding is proposed for the panels below the windows and at recesses in the walls.
  - The charcoal color brick on the top floor of the building is a nice improvement to the design. It gives the building a quality appearance, and works well to tie the building design together.
2. Massing. The walls on the east and west elevations have been recessed at the location of the balconies.
  - The recessed wall areas break up the large flat walls, and this is a very nice improvement to the massing and scale of the side walls.
3. Cornice. A clear anodized metal coping detail has been added around the top of the building.
  - The cornice detail is a nice improvement to the design, whereas the previous design looked unfinished at the top of the building.
4. First Floor. The color of the first floor brick wall has been changed from a light “ginger” color to a dark “charcoal” color to match the top floor of the building.
  - The dark color brick on the first floor is a nice improvement to the design. It coordinates with the top floor, and it works well to visually support and balance the building design.
  - At least one additional false window should be added to the first floor east elevation to add interest and break up the brick wall.
5. Sign. The font on the “Sigwalt Luxury Apartment” sign has been changed to a simpler more modern style, and it is positioned off-center on the wall for a more contemporary appearance.
6. Landscaping. Additional landscaping has been added to the west elevation to soften the building wall. Additional landscaping has also been provided around the electrical transformer, and specialty paving has been added to the main entry landing.
  - Overall, the landscape design is nicely done, and the additional landscaping along the west wall is a nice improvement which will help to soften the building wall and provide an enhanced buffer for the houses directly across the street. The specialty paving at the main entrance is a nice enhancement to the design and arrival experience.
  - It is recommended that the Morton Sweet spire around the electrical transformer be changed to an evergreen shrub to provide year round screening.
  - Consider substituting the Candytuft perennial along the front of the brick garden walls with a different perennial that has more height to soften the wall.

Staff recommends approval of the revised design, with the three recommendations summarized in the Staff report.

Mr. Hopkins said that he was not opposed to adding at least one false window on the first floor, east elevation, as suggested by Staff. He presented the materials being proposed, including the pavers and brick, and explained that the balconies will be aluminum and suspended by steel rods. Specialty pavers are being proposed at the front entrance to the building and up on the roof deck. Pervious pavers are specified for all of the on grade walkways illustrated in a brown pattern on the landscape plan, but all pavers will be of the same colors to complement the brick colors on the building. Commissioner Eckhardt asked about the mortar color for each of the 2 brick colors, and Mr. Hopkins

replied that the mortar will be tinted to match the color of the bricks.

Commissioner Eckhardt thanked the audience for returning for another review of this project, as well as their patience with this project. He also thanked the petitioner for responding to the comments made by the community, the Design Commission and Staff, with the revisions being presented tonight. He said that he was both surprised and pleased to see the brick now being proposed on the top floor, which he felt was probably a better material than Alucabond, and in terms of the severity of the metal and the unacceptability of metal siding, he felt this was a good alternative. He also felt that the first floor, with the dark brick and polished granite would be very attractive and rich. He liked the colors now being proposed; the stone headers and caps, and in general, he is satisfied with the products on the building. He understood the design aesthetic will not be a classic Arlington Heights building, which he is fine with. Although he was pleased to see some of the recessed areas on the west side elevation, he was not yet convinced if there should be more recessed areas, and he welcomed comments from the other commissioners. With the strong elements of the darker brick, he now liked the flat wall areas in the light brick. He felt the ground level of the new building has been superbly designed with landscaping, elevation change, and tiered landscaping closer to the building. In general, he found the revised design to be closer to the acceptable range for the new building.

Commissioner Kingsley thanked the petitioner for making revisions and listening to the previous comments that were made by the commissioners. She felt the palette was interesting and because of that she liked it; she liked that it was different from other buildings in the Village. She liked the push and pull on the building, and the two sections that are recessed in on the short elevations with the material change. She was not opposed to the previous metal siding, but felt that the brick is perceived as being a better material. She was unsure if the lap siding currently being proposed has more longevity than the metal siding, but she felt the more traditional look would be nice for the building. She also liked the revisions that were made to the north elevation. Commissioner Kingsley stated that she liked the design because it almost looks like a warehouse loft, which she meant in a good way; with the big windows and the big expanses; however, she suggested something else be done to enhance the center portion on the south elevation above the second floor. She liked that the cornice is simple, as well as the clear anodized material.

Mr. Hopkins said that changes are being proposed to the front entrance; taking what was previously there as a concept and giving it more pop. A granite with more grain and more polish was selected, the suspended metal canopy was changed from painted charcoal to clear, and they are trying to find either an aluminum or stainless channel to run horizontally in the joints to try to give the black feel more sparkle and pop. Commissioner Kingsley asked about the material for the trellis at the second floor, and Mr. Hopkins replied that it would be painted metal and suspended stained wood. Commissioner Kingsley liked that the front canopy would be clear anodized, and she asked if all the trim would match the Hardi-board siding, and Mr. Hopkins said that it would. Commissioner Eckhardt asked for clarification on the exact locations of the polished granite, which Mr. Hopkins indicated.

Commissioner Coon thanked the petitioner for the revisions that were made, which he appreciated. He asked for clarification from the rendering on the difference between the brick and the lap siding, which Mr. Hopkins explained. Commissioner Coon liked the change in materials and asked if the petitioner considered a cast stone header at the top floor. Mr. Hopkins said that cast stone was considered, but they felt it added a visual weight to the top of the building that they were opposed to. Commissioner Coon also liked the difference between the attached balconies on the south elevation, versus the recessed balconies on the sides. Commissioner Coon felt the petitioner touched on a lot of the things in the Design Guidelines; however, he wanted to address how the Evaluation Criteria section in the Design Guidelines relates to the proposed design. He said the new building was harmonious with the scale of the garage; he liked that it is taller than the garage and felt that it was harmonious with the Downtown; however, the new building adjacent to single-family homes, he felt it has been handled many different ways.

Commissioner Coon presented an aerial of the site and the surrounding properties, and referred to the mix of commercial buildings and single-family homes that were constructed prior to the Design Guidelines in 1995, all of which he felt were haphazardly designed. He presented a portion of the Village zoning map for the Downtown area where there are a lot of R-7 zoning districts with an R-6 buffer, and in that R-6 there tends to be more 3-story buildings, more lower height, more row homes. He liked an apartment building on this site, as opposed to row homes; however, he

wondered whether some gestures could be made. He explained that the areas highlighted in red on the zoning map are locations where R-7 projects directly abut to single-family homes; however, the majority of these areas have a cascading effect in the building massing. He also presented the list of Evaluation Criteria in the Commercial Design Guidelines, and felt the petitioner touched positively on all of them with the exception of matters relating to scale. Additional aeriels showed Arlington Town Center as an example of a stepped down large commercial building, then row homes, and then single-family homes; a cascading effect into the Downtown, versus the older 1970's high density buildings, which Commissioner Coon acknowledged nothing could be done about. He wished the petitioner good luck with the variations they are requesting; otherwise he was in support of the project and felt the architecture had come a long way, and he liked the building and the top of the building. He asked if the lap siding was a fiber cement product intended to match the tone of the brick, and Mr. Hopkins said that it is.

Chair Fitzgerald said this is the first time he has seen the project and he likes the improvements a lot. He liked that the first floor and top floor of the building are a dark color, which made it feel shorter than it is. He liked the push and pull of the building and the little bit of the layering in front with the walls, and the way the entrance is designed. He agreed that the building looked like it could be an older building that has been 100 percent rehabbed and updated, and he liked the materials being proposed that are not completely foreign to the Downtown. Adding either a fence or evergreens to screen the utilities on Sigwalt would be a requirement for him, and he agreed with Staff's suggestion to substitute the Candytuft perennial with a different perennial, since it is not very hardy. He felt that adding at least one additional false window on the east elevation, first floor, was a nice detail, especially when driving towards the parking garage, and he questioned whether the silver reveals being added in the granite on the front elevation was needed, although he was not opposed to it. In general, he felt the landscape plan was very nice.

#### PUBLIC COMMENT

Cindy Churchill, lives in the Metropolis building. She asked if there would be a driveway/drop-off located along Sigwalt at the front entrance, because she is concerned about traffic stopping on Sigwalt when people visit the building. Mr. Hopkins said that this issue is currently unresolved, although it has been discussed with Planning Department Staff. Mr. Hautzinger clarified that this issue should be discussed at the Plan Commission review. Ms. Churchill was also concerned about screening of the utility equipment, and she suggested a small brick wall for screening instead of landscaping. She asked for clarification on the location of the trash dumpsters, and Mr. Hautzinger replied that dumpsters will be located inside the building. Ms. Churchill asked if there would be a street behind the building off of Highland Avenue for moving trucks and garbage trucks, and Mr. Hopkins referred to the striped loading area shown on Highland Avenue that will accommodate moving trucks and garbage trucks. Ms. Churchill also asked about the number of parking spaces versus units, and whether it was decided not to use the Vail Street parking garage for overflow. Mr. Hautzinger replied that 88 apartment units are proposed, with 110 indoor parking spaces, and the issue regarding the Vail Street garage is a Plan Commission matter.

In response to the suggestion for a small brick screening wall for the utility equipment, Mr. Hopkins said that he was unsure if this was practical or if there was even enough room to accommodate a brick wall. Currently proposed dense landscape screening will be changed from deciduous to evergreen for the utilities located at the northeast corner of the site; however, they do not control the 2 existing electrical boxes located in the parkway on Sigwalt.

Donald Meersman, 202 S. Highland Avenue. He was unsure if this was the right venue to address a traffic plan for the new building. Chair Fitzgerald explained that the Design Commission only reviews the architectural design of the new building, and other items such as traffic will be part of the Plan Commission review.

Michael Voss, 105 S. Mitchell Avenue. He felt that the revisions made were a drastic improvement to the building; much more within the context of the community. He felt that the comments regarding a warehouse look for the building was contradictory to the push/pull appearance, and his biggest concern is the transition from the scale of the new building (R-7) to the adjacent single-family (R-3) neighborhood. He agreed wholeheartedly that the new building lacks the stepped down affect, which he was unsure could be modified at this point. He was also confused about the depth over the entrance, which he could see on the elevation but not on the plan, and he was concerned about parking for



people visiting the new building, which the commissioners replied was part of the Plan Commission review.

Kari Dwyer, 30 S. Chestnut Avenue. Given the fact that her home looks directly at the rear (north) of the new building, she felt the north elevation was very disappointing, and not knowing what future plans are for the remaining portion of the site or what will be adjacent to this new building, felt that very little attention has been given to the rear of the building. From a landscaping perspective, there are only a couple of trees, and nothing from an architectural design perspective that would be appealing; she felt like all the attention was given to the front and sides of the building, and there should be more consideration for the north elevation. Mr. Hopkins replied that there is minimal in-and-out on the north elevation, and 18.4' of space between the main portion of the building and the north property line, and 5' of space at the bump out for the ramp at the east end of the north elevation.

Ileana Rodriguez, 18 S. Mitchell Avenue. She has lived in Arlington Heights for 20 years and it was the sense of community and the feel of Arlington Heights that motivated her family to set up roots here. She wanted to share a perspective that is shared among many of the homeowners of this neighborhood regarding this proposed construction, which is that we all want to see something happen on this lot; we want to see it developed and we welcome an active and thriving Chestnut Avenue. During the summer, many times she is stopped by people who tell her how pleasant it is to walk up and down her street when coming in and out of the Downtown, and she welcomes that. She wanted to share 3 reasons why they urge the Design Commission to reconsider this proposed new building as suitable for this neighborhood. The first reason is the historical context of greater Arlington Heights and the fit with the spirit of the Village's long term plan. Among the goals for population and housing, are to preserve the basic single-family character of the Village and to protect the present and future residential areas from encroachment by other less desirable buildings. This is a town of older and more historic buildings, and we are attached to this community and its historic context, and we believe that we feel somewhat alone in advocating for its preservation. In the 2015 survey of the Village's long term plan, 91 percent of the community said that they strongly support a preservation of buildings, and although nothing is being preserved on this particular site, they believe that also reflects the community values of older, historical buildings and preserving a sense of community. They are hard-pressed in seeing how this particular new building across from single-family homes stands up to that spirit, and what the vast majority of this community conveyed through that survey. They look to the Design Commission to partner with them in ensuring that there is a sensible, historically respectful building that enhances the community and does not distract from the history and the context. The second reason is the human activity; she is a social psychologist and thinks about people and how people interact and how people go through our community and our streets, and how that is part of being part of this community. The appeal of that particular area is the connection to the Downtown, sort of a sense of flow of in and out, and the proposed new building feels like it does not connect, and there is no landscaping that is going to make this not feel jarring walking down that street. We want to care for the full experience of the residents and the walkers, and really respect the feel of this particular community. Lastly, she acknowledged that maybe not every building needs to be a classic Arlington Heights building; however, we are actually not a particularly architecturally diverse community; we just do not have that much diversity of architecture, and this new building will stand starkly against the single-family homes that are well preserved invested homes across the street. There does not seem to be enough room or space for development for them to say that this project fits like anything else; it would not be the kind of building that the Village would think of as iconic of this community. Even with the revisions that were made, the building lacks integrity and it lacks grounding, and it feels kind of sad on a site that she felt the Village would want to feature a building to be proud of. We feel accountable to the community and to future generations, and we feel the weight of being part of the community that let this building go through; therefore, we hope that the commission will reconsider the fit of this building.

Commissioner Eckhardt appreciated that the resident spoke so eloquently about 2 major issues, both of which are different from each other; the first issue being size, and the second issue being whether or not we are proud of the new building. Assuming that the Village has designated this land to be zoned R-7 and there is a concept to step the building down, he asked the resident for her opinion about the height of the building on the west elevation on Chestnut Avenue. Ms. Rodriguez remembered the last review of the project where there was a lot of discussion about the height of the garage and the experience of a walker and how it would feel. With her psychology background she could only speak to the experience, which would be to feel like you have space and room when walking down the street. Commissioner Eckhardt reiterated that the charge of the Design Commission is to review the architecture of the project being

presented to them tonight, and try to make it as best as possible. If it were so offensive to the commission, because of height, size, mass, color, etc., it would not get approval from the Design Commission, as it was not approved at the last meeting. Although there is significant improvement from the previous design, the issue of height is not under the purview of this commission. Ms. Rodriguez replied that as architects, the commissioners are also thinking ultimately about the human experience within these buildings and spaces, which is why she is trying to compel the commissioners to consider her comments. Commissioner Eckhardt encouraged her to continue with the project through the Plan Commission and Village Board reviews.

Dan Rodgers, 206 S. Chestnut Avenue. With regards to a step down, his biggest concern with the single-family homes across the street is sunlight. He felt that a 2-story step down, roughly the same height as the single-family homes, would probably be most aesthetically pleasing. With respect to community, he asked if there are any common outdoor patio areas, which are common in many new buildings, and the second-floor outdoor space was pointed on the plans.

Barbara Voss, 105 S. Mitchell Avenue. She felt Commissioner Eckhardt's points were very well made with regards to what kind of a step down they would like to see; however, she felt it was being compared to an R-6 zoning that does not exist here; so in lieu of an R-6 zoning, anything taller than the surrounding homes seems to be acceptable. She has stood at her kitchen window for the last 27 years and watched her neighbors at Dunton Tower in the wintertime; daylight really does affect the quality of their lives in this neighborhood; we have made a vested interest here. This is a desirable community to live in; however, we are also a city of good neighbors, and part of that is the design concept that is so important, so that it does step down, so that it does gradually wave into the single-family homes that surround this property on two sides, and she hoped that the Design Commission would reconsider the building. It is a beautiful building but it is just not beautiful for where it is right now without a buffer of some kind in between.

Chair Fitzgerald closed the public comment portion of the meeting.

In terms of the building design, Commissioner Eckhardt wanted to see a commitment from the petitioner to add another false window on the ground floor as previously discussed, and he questioned if the effort made to create the push/pull on some elevations could be replicated on the north elevation to improve the shadow lines of that elevation. He added that the issue of stepping down is not part of the building design being reviewed tonight.

Commissioner Kingsley agreed that the commissioners are reviewing the building design that has been put in front of them, and the commissioners are not part of the decision regarding the zoning variations. She pointed out that the Village Comprehensive Plan was completed in 2015, which the Design Commission was not part of, and although the commissioners like a lot of the aspects of the new building, the site will be zoned R-7 and the adjacent homes are proposed to be re-zoned to R-6. When the Design Commission approves this project, it does not necessarily mean that the commissioners support the re-zoning and variations that are required. She wanted the record to show that she was unsure if it was appropriate to approve all of the variations. A lot of issues came up tonight, such as site lines, and daylight/shadow lines, parking, and traffic, all of which she felt should be satisfactorily addressed prior to getting any variations; however, there is nothing the Design Commission can do about that.

Commissioner Coon thanked Commissioner Kingsley for her comments, and added that when the commissioners review this project, they are reviewing the building, which is attractive; however, one of the evaluation criteria of the Design Guidelines is 'Conformance to Ordinances', and seeking 10 variances tells him that it does not conform to ordinances. Although the proposed building does conform to the Comprehensive Plan, the zoning requirements for R-7 versus the Comprehensive Plan, nearly all of these future R-7 properties are going to require variances, because the minimum site area for an R-7 building is 2 acres and all of these properties are one acre or less, all along Sigwalt. Therefore, to him the zoning ordinances are fighting the Comprehensive Plan. Do we believe in the zoning ordinances as a Village, or do we believe in the Comprehensive Plan and improving the Village to the extent that every one of these properties has to go through the variation process. He also felt the project did not comply with the Design Guideline criteria for harmony and compatibility with the surrounding buildings, which goes to the massing issue; however, he felt that all of the other factors in the Design Guidelines were closely studied and were met for the intent. He liked the architecture being proposed, and he disagreed with the notion that new projects need to look like they are

100 years old; he did not think this was the character of the Downtown. Commissioner Coon felt the building design as presented tonight was very nice and a step in the right direction, but the two criteria items in the Design Guidelines are big issues to him.

Chair Fitzgerald agreed with what has been said by the other commissioners. He liked the building and felt it was attractive; however, he had issues with the scale of the building, especially as it goes down towards Chestnut and towards Sigwalt, as well as the scale of the garage. He was unsure how much more could be done on the north elevation, since there will eventually be something built behind this building; however, on the south and west elevations there could be layering done to help soften the corner.

Commissioner Kingsley reiterated that the Design Commission's charge is to review the project that is front of them, taking into consideration the variations involved. With single-family home reviews, the Design Commission sometimes states whether the Design Commission supports or opposes variations for porches, etc. In this case, she was unsure if the commissioners could not approve the project visually because of matters regarding massing and zoning. Chair Fitzgerald felt it was the Design Commission's responsibility to make a recommendation to the Village Board about whether or not the project fits in the neighborhood.

Commissioner Kingsley said that she was in favor of approving the aesthetics of this building, with a few minor recommendations that were previously discussed, but with no variations; the building has to comply. Commissioner Eckhardt stated that the Design Commission cannot dictate the zoning; however, they can make a motion with strong recommendations, which is the direction he preferred to go in. He envisioned adding some soft shoulders on the west elevation of the building, and stepping down the south elevation; however, he felt this would not accomplish enough for the neighbors, it would still be three or four stories, and it would make the building appear lopsided and out of balance. The setback issue is probably more significant than de-massing the height. He was sympathetic to the other commissioner's comments about whether or not all of the variations are necessary for this project. He liked the building, although he wanted to see more done to the north elevation, and felt that a drop-off area at the main entrance on Sigwalt was an important item to be discussed with the Plan Commission. He felt a tremendous effort was made with the setback on the south elevation with a large opening being created; however, the north elevation was a little flat for him and he suggested increasing the amount of recessed balconies. He also felt that a tremendous effort was made with the finishes being proposed and correcting issues that were previously discussed. In terms of screening the transformers, he preferred evergreens over a brick wall. In response to the resident's comment about being proud of this building, Commissioner Eckhardt said that the commissioners want to be proud of the projects they review and approve; however, it can sometimes be difficult to make these decisions. He reiterated that he liked the new building, but felt it was going to be a problem being located on the edge of the growth of our downtown, because it will be next to older, beautiful frame homes. He supported the project and would be voting in favor of it, including the items that he previously asked to be in the motion.

Commissioner Coon said that looking at the context site plan without the building on the site is what sealed it for him. He was going to vote no for the project because he felt it was not harmonious and compatible, and there was not enough effort made to reduce the massing, although he felt the setbacks would help in that. In terms of the massing and scale of this building as shown, he would have to vote no. He felt the aesthetics were great and he would love to see those same aesthetics applied to a building that is more harmonious in scale.

With regards to scale, Chair Fitzgerald asked Commissioner Coon if his concerns were specific to one floor, two floors, or stepping back; if the project goes back to the petitioner, what guidelines would he give them. Commissioner Coon replied that some study and some attempt needed to be made with the scale of the building; the plan is pushed out as far as it can go, especially on the north side. Pushing the building inside on Sigwalt is a positive approach in terms of breaking down the massing; however, he knows very well as an architect, that an apartment building could not possibly be done that deep. This is a U-shaped plan, which benefits the massing of it, and he felt that more needed to be done. In terms of the north elevation, if the petitioner is asking for a variance to go beyond the footprint, than let go a little more and push the two end elevations north, so there can be more of a recess in at the front. Pushing the walls out another 3-feet at the two end units to create some undulation in that elevation from an aesthetic point of view, would

be a gesture of breaking down the massing of the building, even though the side yard is being increased slightly.

Chair Fitzgerald was unsure if the project would pass tonight if a vote were taken, and he felt that feedback should be provided to the petitioner at this time. He was on the fence himself; he liked the building, but he understood the context of the homes to the west; it is fairly abrupt. He referenced Lutheran Home at the corner of Kennicott and Oakton, where a taller section was built, although there is a large setback compared to this building.

Commissioner Kingsley asked Staff to review the variations that the petitioner is seeking from the Plan Commission. Commissioner Coon said that the Plan Commission process is putting the cart before the horse; if the variations are not approved by the Plan Commission, then the Design Commission is reviewing an entirely different building. Mr. Hautzinger read the original draft list of variations required for the project, and noted that the variations may have changed. Commissioner Coon said his intention is not to hold the project up until it turns into row homes; he asked if there was a way to pass this feedback on without Design Commission approval of the building, and let the project go before the Plan Commission to see what variations are approved, and then ask to review the re-designed building based on the approved variations. He pointed out that the Design Commission does not have the power to weigh in on the variations or approve those variations; he did not want to approve the building until the variations were sorted out and approved.

Chair Fitzgerald felt the project did not have to pass tonight, and he recommended a motion to table the project to a specific date, as well as ask the petitioner how he wanted to proceed. Commissioner Kingsley added that the re-review date with the Design Commission should be after the Plan Commission review.

Mr. Katsaros appreciated all of the comments that were made, which they have taken as many as possible into consideration. He clarified that they do not yet own this property and they are bound to a timeline to get this development purchased and built. After the first design review meeting, it appeared as though most of the commissioners liked the design, and 10 or 12 issues were outlined from that meeting, none of which were related to massing, with the exception of Commissioner Coon who had issues with the size, more than the other commissioners. Many if not all of the previous design concerns were addressed, and they can certainly work with adding more false windows on the lower level, and then finalize the design changes and allow the Plan Commission to address the variations required. If they have to take a step backwards to address the massing, and then come back to this commission if the building is changed, the project will die. He asked that the commissioners consider the design changes that were made, which he felt were pretty substantial, and include any additional items suggested tonight, and allow the project to continue on with the Plan Commission review in two weeks and let them address the variations.

Chair Fitzgerald asked if there was a motion at this time. Commissioner Eckhardt said that a motion could be made to support the building materials and some elements of the design, as well as comments about the commission's concerns with the adjacency to the R-3 district. He explained that the Design Commission is a recommending body to the Village Board, and the project could move forward to the Plan Commission with a recommendation to deny the project from this commission. He felt the commissioners were very clear about their concerns with all of the variations. He felt a motion of some kind should be made tonight.

Mr. Hautzinger suggested two possible options: a motion for approval of the design, with comments/concerns about context, scale, and massing per the Design Guidelines, as it relates to the adjacent context; or a motion for denial, with comments stating support for the design, but the denial is based upon scale and massing per the Design Guidelines. Either of those motions would send a clear message to the Plan Commission and Village Board on the Design Commission's position on the project. Commissioner Kingsley questioned whether these concerns would be heard and carry any weight, or should the project be tabled tonight until after the Plan Commission review. Mr. Hautzinger clarified that the Plan Commission is also a recommending body to the Village Board, and he asked if the Design Commission would recommend approval of the design if the Plan Commission recommends approval of the variations, but what would they do if the Plan Commission does not support the variations? The petitioner may proceed to the Village Board before making any design changes. Commissioner Eckhardt said that a third option is to approve the

design presented tonight, only if the Plan Commission approves all of the variations, because if the variations are not approved, then it becomes a different building that the Design Commission does not approve. Mr. Hautzinger stated that if the Design Commission approves the project tonight, and the Plan Commission and Village Board do not approve the variations, thereby requiring design revisions, then the new design will return to the Design Commission for re-review. An approval tonight is based upon the current design. Any changes that may happen as a result of the Plan Commission and Village Board that are beyond substantial compliance with these current plans, the project will be brought back to the Design Commission for re-review. Mr. Hautzinger recommended that the Design Commission make a motion tonight. Chair Fitzgerald supported a motion for approval of the current design, but with concerns about the massing.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, TO RECOMMEND APPROVAL OF THE PROPOSED DESIGN FOR *SIGWALT APARTMENTS* TO BE LOCATED AT 45 S. CHESTNUT AVENUE. THIS APPROVAL IS BASED ON THE REVISED ARCHITECTURAL PLANS RECEIVED 9/6/17, 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 TO ADD AT LEAST ONE FALSE WINDOW ON THE EAST ELEVATION, FIRST FLOOR.
2. A REQUIREMENT TO CHANGE THE MORTON SWEETSPICE SHRUBS AROUND THE ELECTRICAL TRANSFORMER TO EVERGREEN SHRUBS FOR YEAR-ROUND SCREENING.
3. A REQUIREMENT TO CHANGE THE CANDYTUFT PERENNIALS ALONG THE FRONT OF THE BRICK GARDEN WALLS TO A DIFFERENT PERENNIAL THAT HAS MORE HEIGHT TO SOFTEN THE WALL.
4. A REQUIREMENT THAT THE NORTH WALL BE REVISITED WITH THE SAME UNDULATION AS THE EAST AND WEST WALLS.
5. A STRONG RECOMMENDATION THAT THE VARIATIONS BE REVISITED AND SERIOUSLY REVIEWED, SPECIFICALLY THE HEIGHT OF THE BUILDING, PARTICULARLY ON THE WEST; THE PARKING; THE TRAFFIC; THE INDOOR LOADING DOCK; THE BUILDING LOT COVERAGE; AND THE SIDE YARDS.
6. 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.
7. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

Commissioner Eckhardt expressed concern about the clarity of the message in the motion regarding the Design Commission's concerns about the variations for the project. Mr. Hautzinger recommended that the motion be less specific about the zoning variations, but that it instead touch on the evaluation criteria in the Design Guidelines that the Design Commission has concerns with.

COMMISSIONER ECKHARDT SECONDED THE MOTION.

Commissioner Eckhardt said that the minutes will show the Design Commission's concerns over the possibility that the project will be different and change radically to include additional setbacks, variations in height, parking, traffic, etc. These are all concerns to the extent that they are not necessarily Design Commission elements, but important because they tie into the Design Guidelines, which is harmony and compatibility. The logic of the design is good, only if all of the variations are approved. Mr. Hautzinger suggested that the Design Commission send a clear and concise message to the Plan Commission and Village Board stating whether or not the design is supported, along with the

general concerns regarding conformance to the Design Guideline criteria for 'Conformance to Ordinances' and 'Harmony and Compatibility'. He encouraged the commissioners to not get into specifics in the motion regarding the zoning variations, and leave those matters up to the Plan Commission and Village Board. Commissioner Coon reiterated that he liked the architectural character of the building, but wanted to see how the Plan Commission weighed in on the variations. He did not want to give the project a blanket approval and not have the Design Commission's concerns heard. He wanted the motion to be broken down to the specific categories in the Design Guidelines and state that the Design Commission approves that the project has a logic of design and it has architectural character, but it does not comply with certain criteria, which can be spelled out in the motion.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY TO AMEND THE MOTION AS FOLLOWS:

5. THE DESIGN DOES NOT MEET THE DESIGN GUIDELINES EVALUATION CRITERIA FOR 'HARMONY AND COMPATIBILITY', SPECIFICALLY REGARDING HEIGHT AND SETBACK.

COMMISSIONER ECKHARDT SECONDED THE MOTION.

Commissioner Eckhardt felt that the design did not conform to 'Ordinances', as well as 'Harmony and Compatibility'. He did feel that the project conformed with all of the other evaluation criteria listed in the Design Guidelines.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, TO AMEND THE MOTION AS FOLLOWS:

8. THE DESIGN DOES NOT MEET THE DESIGN GUIDELINES EVALUATION CRITERIA FOR 'CONFORMANCE TO ORDINANCES AND COMPREHENSIVE PLAN'.

COMMISSIONER ECKHARDT SECONDED THE MOTION.

COON, AYE; KINGSLEY, AYE; ECKHARDT, AYE; FITZGERALD, AYE.  
ALL WERE IN FAVOR. MOTION CARRIED.



## STAFF DESIGN COMMISSION REPORT

### PROJECT INFORMATION:

**Project Name:** Sigwalt Apartments  
**Project Address:** 45 S. Chestnut Avenue  
**Prepared By:** Steve Hautzinger

**Date Prepared:** July 31, 2017

### PETITION INFORMATION:

**DC Number:** 17-089  
**Petitioner Name:** Michael Porto  
**Petitioner Address:** CA Residential LLC  
130 E. Randolph Street, Suite 2100  
Chicago, IL 60601  
**Meeting Date:** August 8, 2017

### **Requested Action(s):**

1. Approval of the proposed architectural design for a new multi-family apartment building.

### **ANALYSIS:**

#### Summary

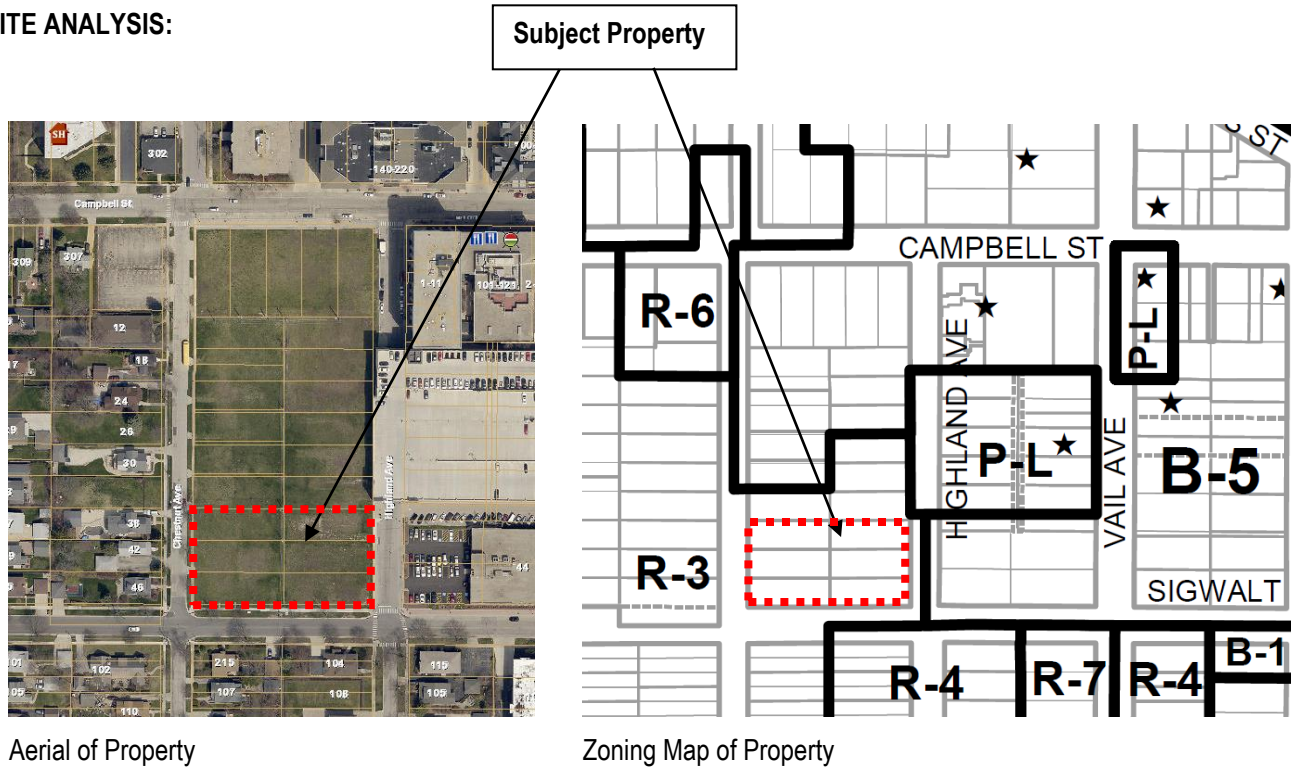
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for 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 seeking approval of the architectural design for a new five-story apartment building with 88 residential apartment units and 110 indoor parking spaces. Parking will be located in the basement and partially on the first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue just west of the Downtown.

This project requires Plan Commission review and Village Board approval for the following zoning requirements:

- Rezone the property from R-3, One-Family Dwelling District to R-7 Multiple-Family Dwelling District.
- Planned Unit Development.
- Lot consolidation.
- Variations (may vary at time of final review):
  - o Minimum Area for Zoning District, to allow an R-7 District to be approximately .91 acres where code requires a minimum of 2 acres for the R-7 District.
  - o Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
  - o Required Front Yard, to allow a front yard setback (east side) of approx. 11' where code requires a 44' setback (based on building height).
  - o Required Front Yard, to allow a front yard setback (west side) of approx. 16.8' where code requires a 44' setback (based on building height).
  - o Required Side Yard, to allow a side yard setback of approx. 4.8' where code requires a 34' setback (based on building height).
  - o Required Exterior Side Yard, to allow an exterior side yard setback of approx. 18.2' where code requires a 20' setback (based on building height).
  - o Maximum Building Lot Coverage, to allow 71.3% building lot coverage where code allows a maximum 45% building lot coverage.
  - o Maximum Floor Area Ratio, to allow 252.5% FAR where code limits maximum FAR to 200%.
  - o Loading Requirements, to waive the requirement for one off-street loading space.
  - o Permitted Obstructions, to allow certain balconies to project 4' into the required front, exterior side, and side yards.
  - o 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.

**SITE ANALYSIS:**



Aerial of Property

Zoning Map of Property

**Surrounding Land Uses:**

| Direction               | Existing Zoning                                                                     | Existing Use             | Comprehensive Plan                                    |
|-------------------------|-------------------------------------------------------------------------------------|--------------------------|-------------------------------------------------------|
| <b>Subject Property</b> | R-3, One-Family Dwelling District<br>(R-7, Multi-Family Dwelling District proposed) | Vacant                   | High Density Multi-Family                             |
| <b>North</b>            | R-3, One-Family Dwelling District /<br>B-5, Downtown District                       | Vacant                   | Mixed Use                                             |
| <b>South</b>            | R-3, One-Family Dwelling District /<br>R-4, Two Family Dwelling Units               | Single Family Residences | Single Family Attached                                |
| <b>East</b>             | B-5, Downtown District                                                              | AT&T office building     | Mixed Use                                             |
| <b>West</b>             | R-3, One-Family Dwelling District                                                   | Single Family Residences | Single Family Attached /<br>High Density Multi-Family |



Photo 1. 110 S. Evergreen, existing multi-family building.

### **Architectural Design:**

Overall, the proposed design has a nice composition that relates well to the buildings located directly adjacent in the Downtown, such as the Vail Avenue parking garage, Dunton Tower Apartments, and Metropolis Loft condominium. The design includes a nice mix and balance of exterior materials. The colors work well together and complement the adjacent Downtown buildings.

A similar example of scale and materials in this area is the existing multi-family building located at 110 S. Evergreen, which is in the neighborhood on the south end of the Downtown. 110 S. Evergreen is six-stories in height, and has a light colored base, brick body, and standing seam metal cladding on the top floor (see photo 1 above).

In regards to the proposed design, the Design Commission should evaluate the following:

- Although there are examples of metal cladding in the Downtown, the Design Commission should evaluate the quantity and color of metal panel siding on the proposed design.
- There appears to be a lot of wall space above the top floor windows. If possible, consider lowering the height of the top floor walls one or two feet.
- Consider stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.

### **Rooftop Mechanical Unit Screening:**

Rooftop mechanical units are required to be fully screened from public view. The proposed design has all of the rooftop mechanical equipment recessed from the exterior walls and enclosed within mechanical equipment screens.

**Dumpster and Utility Screening:**

Trash dumpsters will be stored inside the building. The exterior transformer on the east side of the building should be fully screened with landscaping or other appropriate method.

**Landscaping:**

The proposed landscaping will be reviewed in detail as part of the Plan Commission review and Village Board approval, but overall the proposed landscaping is minimal and it is recommended that additional landscaping be provided. The landscaping should be layered to help soften the proposed building. Specialty paving should be considered at the main entrance.

**Signage:**

The proposed development includes a small 7 sf "Sigwalt Luxury Apartments" development identification sign adjacent to the main entrance facing Sigwalt Street. The proposed sign complies with code and is nicely designed with an understated appearance that is appropriate in this location. Separate sign permit applications are required for all signage.

**RECOMMENDATION:**

It is recommended that the Design Commission **approve** the proposed design for *Sigwalt Apartments* to be located at 45 S. Chestnut Avenue. This recommendation is subject to compliance with the plans dated 6/29/17 and received 6/29/17, 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. Evaluate the quantity and color of metal panel siding.
2. If possible, consider lowering the height of the top floor walls one or two feet.
3. Consider stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.
4. Fully screen the exterior transformer with landscaping or other appropriate method.
5. Provide additional landscaping throughout the site, in a layered design to soften the proposed building.
6. Consider adding specialty paving at the main entrance.
7. 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.
8. All signage must meet code, Chapter 30.

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July 31, 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 17-089

APPROVED

MINUTES OF  
THE VILLAGE OF ARLINGTON HEIGHTS  
DESIGN COMMISSION MEETING  
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING  
33 S. ARLINGTON HEIGHTS RD.  
AUGUST 8, 2017

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

Members Present: Ted Eckhardt, Acting Chair  
Aaron Coon  
Kirsten Kingsley

Members Absent: John Fitzgerald  
Jonathan Kubow

Also Present: Robert Lisk, DRH Cambridge Homes for 225 S. Waterman Ave.  
Don Meyers, Vital Signs USA for *Popeye's Restaurant*  
Mike Henderson, STR Partners for *Greenbrier School*  
Ryan Schultz, School District 25 for *Greenbrier School*  
Mark Hopkins, HKM Architects for *Sigwalt Apartments*  
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM JULY 11, 2017

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO APPROVE THE MEETING MINUTES OF JULY 11, 2017. ALL WERE IN FAVOR. THE MOTION CARRIED.

REVIEW OF MEETING MINUTES FROM JULY 25, 2017

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO APPROVE THE MEETING MINUTES OF JULY 25, 2017. ALL WERE IN FAVOR. THE MOTION CARRIED.

Acting Chair Eckhardt explained that with 2 commissioners not here tonight, a unanimous vote from all 3 commissioners is required for approval of a project tonight. Petitioners have the option to continue their project to a future meeting when more commissioners are present.

ITEM 5. CBD MULTI-FAMILY NEW REVIEWDC#17-089 – Sigwalt Apartments – 45 S. Chestnut Ave.

Mark Hopkins, representing *HKM Architects*, was present on behalf of the project.

Acting Chair Eckhardt asked if there was any public comment on the project and there was response from the large audience.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the architectural design for a new five-story apartment building with 88 residential apartment units and 110 indoor parking spaces. Parking will be located in the basement and partially on the first floor. The proposed site is the southern end of the vacant block on Sigwalt Street between Chestnut Avenue and Highland Avenue, just west of the Downtown. The project requires Plan Commission review and Village Board approval for zoning approval including, rezoning from R-3 to R-7, PUD approval, lot consolidation, and various zoning variations. Mr. Hautzinger clarified that all matters regarding zoning, setbacks and density will be reviewed in detail at the Plan Commission level, as well as by the Village Board, and the goal tonight is to review the aesthetic design of the proposed new building. In response to an inquiry from one of the Design Commissioners, Mr. Hautzinger explained that the Village has a comprehensive long range plan which is used to guide future development in the Village, and the 2015 Comprehensive Plan Map indicates the subject site to be high density multi-family which is consistent with the proposal being reviewed tonight.

Overall, the proposed design has a nice composition that relates well to the buildings located directly adjacent in the Downtown, such as the Vail Avenue parking garage, Dunton Tower Apartments, and Metropolis Loft condominium. The design includes a nice mix and balance of exterior materials. The colors work well together and complement the adjacent Downtown buildings. A similar example of scale and materials in this area is the existing multi-family building located at 110 S. Evergreen, which is in the neighborhood on the south end of the Downtown. 110 S. Evergreen is six-stories in height, and has a light colored base, brick body, and metal cladding on the top floor.

With regards to the proposed design, Staff would suggest the Design Commission evaluate the following:

1. Although there are examples of metal cladding in the Downtown, the Design Commission should evaluate the quantity and color of metal panel siding on the proposed design.
2. There appears to be a lot of wall space above the top floor windows. If possible, evaluate lowering the height of the top floor parapet walls one or two feet.
3. Evaluate stepping back portions of the top floor to break down the overall mass of the building, such as recessing balconies at the outside corners.

Overall, Staff supports the proposed architectural treatment of the building and believes it will be a nice addition to the Downtown.

Rooftop mechanical units are required to be fully screened from public view. The proposed design has all of the rooftop mechanical equipment recessed from the exterior walls and enclosed within mechanical equipment screens. Trash dumpsters will be stored inside the building. The exterior transformer on the east side of the building should be fully screened with landscaping or other appropriate method. The proposed landscaping will be reviewed in detail as part of the Plan Commission review and Village Board approval, but overall the proposed landscaping is minimal and it is recommended that additional landscaping be provided. The landscaping should be layered to help soften the proposed building, and specialty paving should be considered at the main entrance. The rendering shows a modest-sized development identification sign adjacent to the main entrance facing Sigwalt Street, which is nicely designed, complies with code, and is appropriate in this location. Separate sign permit applications are required for all signage.

With the comments previously stated, Staff recommends approval.



Mr. Hopkins reviewed the colors and materials being proposed for the new building, and presented samples. He said that a dark color is being proposed for the new building because it is a reticent material that tends to recede. The windows will be black and go all the way to the floor for a more upscale appearance, the balconies will be a dark bronze color, the railings will be black, the siding at the top floor of the building will be dark bronze and consist of metal panels, and there will be 2 different brick colors, "Ginger" and "Heirloom" that will be separated by a cast stone band that will be repeated at the top. There will also be dark colored honed granite at the front entrance. Mr. Hopkins explained that the height of the landscape wall around the building tapers down along Sigwalt because there is approximately 3-feet of fall in the grade from the northwest corner to the southeast. Additional layered landscaping can be provided as suggested by Staff.

Acting Chair Eckhardt asked for clarification on the east and north elevations, with regards to materials. Mr. Hopkins stated that the same architectural theme is carried around the building, because they consider all four elevations to be the 'front'. Metal panels are used below the windows as a design feature to group windows together. Entrance to the parking will be on the east elevation, with an overhead door and recessed wall sections with lintels for articulation. The north elevation has parking all along the first floor with an enclosed parking ramp element at the northeast corner of the building. Acting Chair Eckhardt asked about future development plans to the north and Mr. Hautzinger stated that currently there are no formal plans for the property north of the site and the Village Comprehensive Plan calls for mixed-use to the north. Mr. Hopkins added that the west elevation will include live windows in the first floor garage area with obscured glass that will be lit, as well as recessed wall areas with landscaping. The parapet could be lowered approximately 1-foot if necessary; they want the building to be as low as it can be. The suggestion to recess the balconies is more difficult because it will take square footage out of the building and the owner is not in favor of doing so. The walk-out amenity deck on the second-floor, which will not be visible from the street except for the arbor element that will wrap around the first-floor of the structure, will consist of a combination of paver areas, seating groups, and outdoor grilling stations.

Commissioner Coon asked about the size of the brick and Mr. Hopkins replied that the sample brick is smaller than the utility size brick being proposed. Commissioner Coon said he is really excited to see an apartment building on this site and he understands that the future planning calls for high density residential, but he didn't realize that this proposal is exceeding the allowed FAR and site coverage area but that is an issue for Plan Commission. In terms of the quality of the building, in black and white elevation he saw good proportions and he liked the base-middle-top, and the ganging of the windows; however, he felt it started to fall apart in the renderings and the building does not belong in Downtown Arlington Heights. He was having a hard time with the idea of the light gauge metal siding; every building in our Downtown is a permanent material, and the light gauge metal panels would not hold up and are not in keeping with the quality of the Downtown. He gave an analogy that the proposed design is equivalent to the quality of a cardboard box of wine, as opposed to a nice bottle of wine. He said that the quality and the long term standing of the materials of our Downtown buildings is vitally important, and he could not vote for this project with the metal siding; it has to go masonry. He pointed out the precedence for this in the Commercial Design Guidelines, which discourages using light gauge metal and states that the upper facade should give the building its feeling of importance, it defines the architectural style, and it should relate in a coordinated manner to the neighboring buildings. He did not see anything with the upper floor on the new building that relates at all to any building in Downtown Arlington Heights.

Commissioner Coon said that he lives on Highland Avenue, directly south of the site, and the new building will be in his front yard. He has concerns about the lower balcony being problematic in terms of noise; this is a huge concern for him. He liked the relief of the Sigwalt facade and how it steps back, the proportions are great and he is not afraid of the building height or the massing; however, he is hugely concerned with water drainage and retention on the site and he does not know how that is being handled for this project. In terms of the other elevations, he felt the balconies on the Chestnut and Highland elevations needed to be pushed in because the building is very flat, and the scale of the overall elevation is monstrous compared to the adjacent single-family homes; scale is very important. He would vote no for this project unless the materials change and something changes at the top of the building.

Commissioner Kingsley had similar comments. She felt the building was nicely designed, although she was also taken back a bit when she did not see as much relief, or push and pull in the elevations. However, there are a lot of

elements about the building that she really likes, such as the front being terraced and the front wall, which if done well, could be very nice, which she knows is the intention; therefore, it should be reviewed to make sure the details actually come out. As far as massing, she did not want to see the building any taller; she felt the proportion was fine for this area and it fits with the long range plan. She acknowledged that Arlington Heights is all about brick, and although brick is a long lasting material and better than EIFS, she wants relief from brick, and she commended the petitioner for trying to bring in another material that will give relief to other buildings in Arlington Heights. She referred to the building at 110 S. Evergreen, which is an older but similar building with black windows, a cream colored base, a brick building, and metal at the top. Commissioner Coon commented that the use of metal on that building as a standing seam metal roof reads as a roof and not as a replacement to the brick wall. He sees value engineering pouring out of the proposed project, and from the start, he felt this was the wrong direction for our Downtown. This site has been an open lot the entire 12 years he has lived in his home, and if this is what the answer is, then he would wait another 10 years for the right answer.

Commissioner Kingsley agreed and reiterated that the materials on the building at 110 S. Evergreen are similar; however, she understood that the metal on that building looks like a roof, as opposed to the metal on the proposed building that looks like it is value engineered. She was not opposed to metal on the new building, a metal that looks like siding, although she suggested a different material such as a smooth panel. The way it terminates at the top could also be different; the building does not need to have a cornice, just some type of reveal to give it shadow, which is not being seen right now. She reiterated the suggestion to have the push-and-pull of the facade so it is not quite as massive, and although she was glad that the south and west elevations are being treated as 'front' elevations, she felt that the east and north elevations look like the back of a building and should include more fake windows in the recessed areas, and if possible the transformer moved to the north elevation. She also asked about the material for the wrap of the balconies and underneath the balconies, and Mr. Hopkins replied that the wrap would be smooth painted aluminum and a painted aluminum soffit system underneath the balconies; however, they are considering using hanger rods, which are not shown in the elevations. Commissioner Kingsley was glad to see the granite sample in person because the renderings did not do it justice; however, she was still unsure about using granite, although it did go with the brick. She also suggested using less of an 'old school' type of text for the name of the building at the front entrance. She encouraged a more contemporary font for the sign.

Acting Chair Eckhardt asked if the new building would include a dog run, and if there were underground tanks for storm water detention. Mr. Hopkins replied that there is no dog run proposed, and underground detention vaults would be located in the north yard and part of the west yard. Acting Chair Eckhardt said that he always starts with 3 color materials when designing a building, which the petitioner has done, and he generally supports the idea of a darker object on top of a building to make the building appear less tall. He referenced a new building proposal for the Hickory/Kensington redevelopment area that is very similar to this building and other buildings in Chicago. This design seems to be a trend in Chicago, and it is not a transition building. He wanted the building to appear richer, and felt the metal should be replaced with a richer product. He liked the granite at the front entrance, but felt there should be more of it at the ground level, like a wainscot around the building. He would not want to see smooth metal paneling at the entrance. He acknowledged that the building design is definitely more contemporary, but he felt the material at the top of the building needed more study. He sees the top floor being similar to an antique building in Chicago that has had a metal clad addition added on the top, which is appropriate in Chicago, but he maybe does not like that aesthetic for this building. The configuration of the second floor relief on the elevation is wonderful and creates an element of space for tenants. The tall windows are awesome. He asked the petitioner to comment about the monolithic, tall, smooth brick surfaces, which concerned him. He acknowledged the economy of the cantilevered balconies, but expressed concern about the flatness of the building walls, which he is not yet comfortable with; and he suggested adding some relief to the corner units or the larger units. The building is very symmetrical and well planned, and he felt the petitioner took a conservative attitude that is appropriate. Acting Chair Eckhardt said the design is not quite there yet, he is not afraid of the height, and the massing was okay; however, he was concerned about the direction on the skin treatment.

PUBLIC COMMENT

Mark Meskowskes, 100 S. Vail Avenue. He said this is an awesome project and he likes that it is different than everything else in the Downtown. He questioned why the new building should look like everything else in town, with brick at the top, although he agreed that maybe something different could be done at the top of the building.

Commissioner Coon replied that he is not advocating that the new building have a metal cornice with brackets underneath, nor is he advocating that the building look like the Wing Street building with the Italian entrance and the ornate stone; he is not looking for more detail. There are a lot of things he likes about the building, where he can see the architect's design touch, mainly with the streetscape and how the building meets the street, the landscaping, and the landscape walls; however, he wanted to see more relief in the overall massing to break down the general boxiness of the building. He was not advocating to replace the metal panels with brick per se, but felt that other quality materials should be considered, such as a terra cotta rain screen system that is a long standing material. He wanted to see a more permanent material, not necessarily more of the same brick; something that speaks to the longevity of the Downtown buildings.

Mark Meskowskes said that buildings in the Downtown all look the same to him in terms of buildings on Evergreen, Wing Street, and Vail Avenue. He liked the more contemporary look being proposed with the metal panels because it brings a change to the Downtown that is not currently there.

Mary Beth Delaney, 44 N. Vail Avenue. She asked what will happen with the power lines located on the site, and pointed out that there are existing parking problems in the Downtown and she is concerned about where guests of the new building will park, and whether the 110 parking spaces being proposed for the 88 units is sufficient. Acting Chair Eckhardt explained the purview of the Design Commission, which did not include issues such as parking, which are part of the Plan Commission and Village Board review. Mr. Hopkins replied that they are working in terms of code compliance with the number of cars needed on a per unit basis, and a traffic report that includes a parking component is part of the Plan Commission review process; however, he added that the neighborhood is going to absorb some of the parking. Acting Chair Eckhardt encouraged the resident to attend the Plan Commission hearing where these items will be addressed.

Tim Meyer, 29 S. Mitchell Avenue, said he had a lot of questions. He is confused by Architects calling what they do architecture, when all they are doing is taking a box and painting it different colors. Architecture should have shape and flow, and what is being shown tonight is a shoebox with different rectangles drawn on it, which is not architecture or design. He felt that better could be done in our town; he felt that Arlington Heights is more about shape and about history. Does anyone even know who Sigwalt was? There is history here and it is being ignored. He felt there was an opportunity to do something that could have a positive affect and reflect the community, not just paste over something that we have all seen somewhere else. This building is exactly the same design that the architect sold to Uptown in LaGrange; it was just built this past year, and has very slight differences. He has seen it on the architect's website and he drives past the building in LaGrange all the time. He is really disappointed that the Village is willing to accept a building that is already in a town within a 10 mile radius; this is not what Arlington Heights is about. We are a leader community, not a follower. He wanted to hear feedback from the commissioners about architectural standards in our Village, and history.

Ed Rojek, 104 S. Highland Avenue, lives directly across the street to the south. He pointed out that Sigwalt Street is not actually as wide as shown in the renderings. He is concerned about the units and the patio on the south elevation that will overhang his home, with people looking into his home. This situation is not found anywhere else in the Village. He has lost a lot of privacy already with the adjacent parking garage, and now with this new apartment building he will lose all of his privacy. You can hear the people cheering from Dunton Towers on nights when they are watching sporting events. He felt that better could be done in the Downtown and he is disappointed to see the proposed apartment building.

Amy Dempsey, 10 S. Dunton Avenue. She has lived in the Wing Street building and owns in Metro Lofts. She is all for condominiums, but she felt that people have invested in this area with rehabbed homes, custom homes, and vintage

homes with more brick, where each home is unique. She felt the similar referenced building at 110 S. Evergreen is awful, and Dunton tower has similar balconies as the proposed design, and they are rusted. She was also concerned about parking issues and the logistics of entering the parking garage directly across from the existing parking garage. She wanted to see more vintage or eclectic single-family homes on this site. She felt the proposed black balconies do not go, they will rust, and it is an eyesore.

Rosemary Rawleigh, 151 W. Wing Street. She lives on the south side of the Wing Street building, 8<sup>th</sup> floor, and will be looking at this new building constantly, since the northern portion of this site could be vacant for another 10 to 12 years. She has serious concerns about the ambience, the prettiness, the visual beauty, and the harshness of the north elevation, because it will be open perhaps to Campbell Street, for another decade. The new building is awfully close and the north elevation is not attractive. It was unfortunate that the Village felt that the 25 year old building located at 110 S. Evergreen, which is old and sad looking, is the best comparison of architecture being emulated using metal panels. She felt the building had a long way to go, especially for the people living in single-family homes in the area, to make this building a transition from multi-density to single-family.

Keith Allen, 46 S. Chestnut Avenue. He lives on the corner directly west of the site. He has heard no comments addressing context with the 100+ year old homes on Chestnut. His home was built in 1906, and the rest of the homes down the street are the same vintage. He has heard nothing from Staff addressing context towards the residents, or anything regarding the neighborhoods; everything was directed back toward Downtown. He lives 50-feet away from the new building; it is awful.

Ingrid Kubitz, 12 S. Chestnut Avenue. She lives at the north end of the block, across from the site. She reiterated the transition issue; she thinks that is all wrong, and the building is way too tall. She has a one-story single-family home and she believes the maximum height is 3-stories on the other side of the street. She did not know if the building had to be this tall. Acting Chair Eckhardt encouraged the neighbors to continue to express their concerns at future Village meetings. He pointed out that single-family homes previously existed on this property and were replaced with the Paddock Publication building. The single-family homes located directly west of the site are on the edge of a transition neighborhood, and the commissioners want to hear residents' concerns, and determine whether or not there is an architectural solution to perhaps step up the building and soften the elevations. Ms. Kubitz added that before she bought her home, she talked to Village Planning who told her that Norwood Builders owned the lot and that anything built here would transition to the single-family homes.

Mary Karavas, 115 S. Chestnut Avenue. She lives 4 lots south of the site and is a lifelong resident of Arlington Heights. She grew up in a 100+ year old home and now lives in a home that was built in 1974. Although she loves her home, she loves her neighborhood more, and her neighbors and her town, and she refers to her current home as being built in the 'coma period' for architecture, which is what she also felt when she saw the rendering of the new building; please do not make the same mistake.

Lou Greifenstein, 38 S. Chestnut Avenue. He lives directly across the street from the site to the west, and has lived in his 100+ year old home for about 15 years. He has never stopped working on his home, with updates consistent with the context and age of the home. His neighbors have done the same, all the way down the block it is the same, and the new construction two sites down is going to be made to look the same. He understood this is an architectural review board and he intends on going to the subsequent meetings for other issues regarding the new building. He always knew there was a risk of what might be built on this site, but one of their hopes was that great care is taken to make the transition better, especially for those that face the site directly. Acting Chair Eckhardt echoed those thoughts and said that in Chicago there are beautiful old homes next to mid-rise classic architecture and they live next to each other; they have to be equivalent. He felt the proposed new building will eventually get there.

Acting Chair Eckhart closed the public comment portion of the meeting.

Tim Meyer said that his previous questions to the commissioners about architectural standards in the Village were not yet answered. Acting Chair Eckhardt replied that he did not like that the professionalism of this commission was

being challenged; the commissioners are respectful of the petitioner's proposed design, the same way they are about any petitioner's proposal. The Village has a set of Design Guidelines that were established to address conformity with building designs, as well as the Village Comprehensive Plan. The commissioners have expressed concerns about the proposed new building tonight and will continue to do so until an acceptable design has been achieved. Although an interesting discussion, a debate about good and bad architecture is not what the commission is here to do tonight. Acting Chair Eckhardt respected Mr. Meyer's concerns and urged him to stay involved; the commission is concerned about the same things.

Commissioner Kingsley added that it is great to see all the neighbors here tonight, on a day-to-day basis this commission does not see a lot of residents, and the majority of what the commission reviews are single-family homes; sometimes the commission needs feedback from residents. She explained that the commissioners are all architects and residents of the Village, this is a volunteer position, and the reason we sit on this commission is because we care. We all love the history of this town and we all come from a different part of the aesthetic world, but we work together to make a solution, and it only makes it better if residents come out, even when a project is not in your neighborhood. This commission meets twice a month and all of the projects reviewed are on-line on the Village website.

Acting Chair Eckhardt encouraged the petitioner to table the project at this time, with no vote taken tonight. Mr. Hopkins acknowledged that they need to reconnoiter and discuss their proposal. He replied that although architecture is subjective, he did take issue with some of the adjectives that were used tonight. The intent is to come up with a well-designed building, which can be done by rolling in good comments. He responded to the concerns about the massing of the building by stating that this is a small building, the runs of the facade are short, with the exception of the north elevation, and if they start breaking this up into one and two room wide panels, it will result in a busy facade. He acknowledged that they struggled with the materials, and they are looking for a good lightweight material that is a relief from the relentless brick they would otherwise have. He felt that three colors of brick on the facade is probably inappropriate and they are looking for that dark color on this building; that is a design goal that they have. He felt that if the wall color was lightened up, it would get more powerful on the street in terms of its overall appearance than it is now; it is going to press into the street more than it does now and it will appear taller than it does now. They intentionally did not go to 6-stories because they are trying to be sensitive as best they can. Mr. Hopkins also said that something will happen over time to the north of this new building, which will likely be significantly more massive than this building. This is going to end up in itself being a step down into the neighborhood. That being said, they will look for an alternate material and find something that is practical, he felt a lightweight material would be nice. He resists the facade bounce thing, especially with the south facade, and the likelihood that the north facade is going to be approximately 30-35-feet away from its future neighbor that will probably be taller than this building. They are trying to take the north facade and treat it in the best way they can; not as a back alley between two buildings. They are treating the north wall as a front.

Acting Chair Eckhardt felt that a lot of things the petitioner will be doing with this building will assist the Village Planners in making the area to the north a pedestrian access way, making it a special place, similar to elsewhere in the Downtown. He asked the petitioner if consideration was given to the adjacent single-family homes when the building went from 3 to 5-stories tall. Mr. Hopkins said that he was unaware of what the previous studies were for this site; however, they considered 4, 5 and 6-stories, and went for a sense of formality with a touch of contemporary freshness, using the basis of the context for the architecture that has been here since the mid-90's, but a little more crisp and a little more urban; they are trying to do a high quality building. The siding material is intended to be a statement, and the statement is not supposed to be cheap; let's find the right material. He wanted the commissioners to think about the whole facade balance, especially with such short runs of facade. He will go back and consider all of the comments made tonight by the commissioners and the audience. He asked that the project be continued to the next meeting in two weeks.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER COON, TO CONTINUE THE PROJECT FOR SIGWALT APARTMENTS (DC#17-089) TO THE NEXT DESIGN COMMISSION MEETING ON AUGUST 22, 2017.

COON, AYE; KINGSLEY, AYE; ECKHARDT, AYE.  
ALL WERE IN FAVOR. MOTION CARRIED.

Commissioner Kingsley asked when the site will be rezoned from R-3 to R-7, and why the petitioner is proposing R-7 instead of R-6. Mr. Hautzinger replied that rezoning for the project will be reviewed by the Plan Commission and Village Board, and the Village's long range plan, which was updated in 2015, calls for this property to be re-zoned to high-density multi-family which is essentially the R-7 Zoning District, which the petitioner's proposal is consistent with. Commissioner Kingsley asked how the Village Comprehensive Plan is approved and Mr. Hautzinger replied that Village Board has final approval of the plan.

Commissioner Coon felt that Design Commission approval would move forward easily for the petitioner if they clean up the design and the architect puts more of his own design into the building; the architect can and has done much better; however, he felt the project would have an uphill battle with the Plan Commission review.

Mr. Hautzinger said that as Staff continues to coordinate with the petitioner between now and the next meeting, and after hearing the residents' comments and concerns, he asked the commissioners to summarize their position with the proposed new building. Commissioner Coon said the architecture of the new building should follow the Commercial Design Guidelines; the architecture breaks almost every rule in the guidelines as currently proposed. He has no problem with the height; the side elevations should be made less flat; and his biggest concern is the materials, specifically the light gauge metal, which he felt would deteriorate over the years. He would like to see a more contemporary design; there is currently a dyslexic language going on with the building; does it want to be traditional, or does it want to be contemporary. Contemporary materials are being used, but in a traditional way, which is his struggle, and to him, the metal panels come off as a value engineering material. He did not want to see fiber cement siding used instead of the metal. Commissioner Kingsley suggested the petitioner use slate, and Commissioner Eckhardt suggested a Rainguard Alucabond panel system instead of the metal, which would be a very slick and modern aesthetic. Commissioner Coon was in favor of the building not being symmetrical. Commissioner Eckhardt was in support of the entire facade moving back 4-feet above the second story, similar to a terraced effect.

Commissioner Kingsley referred to the darker material board presented by the petitioner, which shows that the building is not symmetrical. She suggested using a different material with more shadow and reducing the parapet and having a slight undulation on the other 2 elevations. Commissioner Eckhardt said that if he were representing the neighborhood, he would prepare an exhibit of a cross-section from Sigwalt going north, showing the exact profile of the homes, which would be a powerful exhibit. Mr. Hautzinger pointed out the context elevations in the packet that show the adjacent houses in context with the proposed building. Commissioner Coon said that he is excited to see the new apartment building, he likes that it is taller than the garage, he likes that the garage recedes in scale; he felt the petitioner came in with a value engineered building.

Commissioner Kingsley felt it was the petitioner's responsibility to design the building, including material selection; however, she would suggest a more durable product as an alternate to the metal siding, which could be natural materials such as slate and wood; and other options such as the Alucabond rainscreen. Commissioner Coon wanted to see the effort that was put into the south elevation put into the east & west sides of the building including relief to the massing on the sides. Acting Chair Eckhardt felt there should be some mid-relief to the side elevations, which he felt was not a small building as stated by the Architect. Commissioner Kingsley felt the east elevation (Highland Ave.) turned its back on the street, and a pathway should be added along the east side, as well as on the north side as stated by the petitioner tonight.



# APPROVED

MINUTES OF A MEETING OF  
THE ARLINGTON HEIGHTS HOUSING COMMISSION  
HELD AT ARLINGTON HEIGHTS VILLAGE HALL  
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS  
AUGUST 15, 2017

---

## IN ATTENDANCE:

### Commissioners

Present: Alex Hageli Mark Hellner  
Will Delea Zach Creer

Commissioners Namrita Nelson Andrea Johnson  
Absent:

Petitioners: Matthew Katsaros, CA Ventures  
Michael Porto, CA Ventures

Staff Present: Nora Boyer, Housing Planner/Staff Liaison

## I. CALL TO ORDER/PLEDGE OF ALLEGIANCE

The meeting was called to order at 7:00 p.m. and the Pledge of Allegiance was recited.

## II. ROLL CALL

Commissioners Hageli, Hellner, Delea, and Creer were present.

## III. APPROVAL OF MINUTES

A motion was made by Commissioner Hageli, seconded by Commissioner Hellner, to approve the minutes of the July 11, 2017 meeting. The motion carried unanimously.

## IV. REPORTS - None

## V. NEW BUSINESS - SIGWALT APARTMENTS – 45 S Chestnut

A motion was made by Commissioner Hageli and seconded by Commissioner Hellner to move up Item VI.A. Sigwalt Apartments on the agenda. The motion carried unanimously.

Mr. Katsaros and Mr. Porto described the proposed Sigwalt Apartments development as an 88-unit, 5-story, rental project to be constructed on approximately the south 1/3 of the block bounded by Sigwalt, Chestnut, Campbell and Highland. They stated that the project has gone through Design Commission review and is expected to go through Plan Commission review in a few weeks. The project also went to the Village Board for early review. They stated that their company is experienced with addressing workforce housing need and responding to affordable housing policies. They said that their response to the Village of

Arlington Heights' affordable housing policy is to offer to pay a fee-in-lieu of providing the 13 affordable units called for in the development (88 units x 15% = 13 units) of \$25,000 per affordable unit not provided for a total of \$325,000 (13 units x \$25,000 = \$325,000). They said that they would like to keep the amount at this level so that the rents on the other units are not pushed too high.

Ms. Boyer reviewed the staff report. The proposed \$25,000 per unit fee-in-lieu amount was sent to the members of the Housing Commission in February, and no objections to that amount were received from the commissioners.

Commissioner Hellner commented that in hindsight he thought that \$25,000 per affordable unit not provided was low. He observed that the \$325,000 across the 88-unit development was less than \$4,000 per unit. He said that a higher fee per affordable unit not provided for a development of this size, in such a good location, would have been appropriate. He also commented that the \$4,000 per unit was probably the margin on a market rate unit for just one year,

Mr. Porto responded that the developer budgeted for this amount and it is the amount that has been provided by funders. He said that he thinks that it is a good amount considering what they plan to charge in rent for the units.

Commissioner Creer stated that he thinks that the proposed fee is a reasonable amount. Commissioner Delea said that it is too late to change the amount at this point.

Commissioner Hellner commented that it is difficult to continue to meet the State minimum affordable housing threshold of 10% and that the appropriate fee amount has been shifting because home prices have been volatile over the past decade.

A motion was made by Commissioner Hellner, seconded by Commissioner Delea to recommend to the Village Board that it accept \$25,000 per affordable units not provided as called for under the Village's Affordable Housing Rental Policy with respect to the Sigwalt Apartments development (45 S. Chestnut). The motion carried unanimously.

Ms. Boyer said that she is gathering information from the other north and northwest suburbs that have inclusionary zoning requirements concerning their current fee-in-lieu amounts. She also commented that when the Housing Commission next reviews the Village's fee-in-lieu amount, the members may wish to take into consideration the overall size of the development, building type (townhome vs. multi-story building, and/or condo vs. rental.

Other topics that the Housing Commission may want to look into are Accessory Dwelling Units (ADUs) and Live/Work units. It was commented that 2 – 3 permits are being issued weekly in the Portland, Oregon area for ADUs. Commissioner Creer commented that Clarendon Hills recently approved some live/work units.

## VI. OTHER NEW BUSINESS

### A. Housing Commission Budget Request

After some discussion, the following motion was made:

A motion was made by Commissioner Hageli, seconded by Commissioner Hellner to make the

following budget request for the 2018 fiscal/calendar year: Postage \$100; Copies \$100; Publications (foreclosure data service) \$600; and Other Supplies (marketing of programs) \$500. The motion carried unanimously.

Ms. Boyer and Commissioner Delea will look into the usefulness of the foreclosure data service. Ms. Boyer stated that the Rent and Housing Assistance Program that was previously in the Housing Commission's budget has been moved to the Health Department's budget since the Health Department is now directly administering the program rather than Northwest Compass.

## VII. OLD BUSINESS

### A. Single Family Rehab Program

Ms. Boyer explained that staff approved the reroofing and some concrete work with respect to Cast 17-01, but the homeowners have requested additional concrete work that would result in a project cost over \$10,000. Therefore, the additional work is being brought before the Housing Commission. The proposed concrete work is to replace sections of the driveway that are pitted that may present trip hazards now or in the near future as the driveway continues to wear out.

A motion was made by Commissioner Hellner, seconded by Commissioner Delea to approve the concrete work with respect to Case 17-01 at \$3,620. The motion carried unanimously.

Commissioner Hellner expressed concerns about Case 17-03 asking whether the project was a good candidate for the program if there is a possibility that the home may be an eventual tear-down. Ms. Boyer clarified that the home is a townhome, and therefore, not likely to be a tear-down situation. She said that she will further investigate the potential scope of work.

### B. Affordable Housing Trust Fund

Ms. Boyer said that she will continue her work asking how other communities are using their Trust Fund resources. She said she will also be working with the development planner to determine how many units could potentially be built on the lot north of Rand Road that was discussed last month.

## VIII. OTHER BUSINESS - None.

## IX. ADJOURNMENT

A motion was made by Commissioner Hageli, seconded by Commissioner Delea, to adjourn the meeting. The meeting adjourned at 7:55 pm.

NEXT MEETING: Tuesday, September 12, 2017 7:00 pm

## **Staff Report to the Housing Commission**

---

To: The Chairman and Members of the Housing Commission

From: Nora Boyer, Housing Planner

Re: Sigwalt Apartments – 45 S. Chestnut Project

Date: August 9, 2017

CA Ventures has proposed an 88-unit, five floor, rental development to be located along Sigwalt Street between Highland Avenue and Chestnut Avenue on land that is currently vacant. Preliminary details regarding the development are attached.

Under the *Arlington Heights Affordable Housing Rental Program Guidelines*, when a multi-family development is composed of 15 or more units, the developer is to set 15% of the units aside as affordable housing. Under the Village guidelines, the developer has the option to pay a fee-in-lieu or providing the affordable units at a rate of \$75,000 per affordable unit not provided.

The number of affordable units called for at the proposed Sigwalt Apartments is 13 (88 units x .15 = 13 (rounded) units). At the fee-in-lieu amount of \$75,000 per unit, the total fee-in-lieu due if the 13 affordable units are not provided in the development is \$975,000 (13 units x \$75,000/unit = \$975,000).

### **Background**

The Village began formulating its policies regarding the inclusion of affordable units in multi-family developments in 2006. Since then, the Housing Commission has discussed the appropriate amount to assess when a developer chooses not to include the affordable units called for by the Village's policy. Originally, the fee-in-lieu of providing affordable units was \$100,000 per affordable unit not provided, but in 2014, the amount was reduced to \$75,000 per affordable unit not provided.

Since the adoption of the Village's affordable multi-family policies, the policies have resulted in the following approved outcomes:

- 1) a for-sale multi-family developments included 21 deed-restricted affordable units (20% of the total);
- 2) a rental project where 5% of the units will be affordable if more than 300 units are constructed;
- 3) two rental projects in which a minimum of 15% of the units will be affordable (a total of 8 affordable units); and
- 4) two for-sale, townhome developments resulting in fees-in-lieu payments to be deposited into the Affordable Housing Trust Fund.

#### Fee-in-Lieu of Affordable Units – Sigwalt Apartments

With respect to the Sigwalt Apartments, rather than including the 13 affordable units in the development, the developer has offered a fee-in-lieu amount of \$25,000 for each of the 13 affordable units not provided for a total of \$325,000 (13 units x \$25,000 = \$325,000).

#### **Fee-in-Lieu of Providing Affordable Housing Units**

|                                           | Number of affordable units called for as per the Village policy | Amount of fee-in-lieu as per the Village policy | Total fee-in-lieu agreed to by the developer | Total fee-in-lieu per affordable unit not provided | Amount of the fee-in-lieu when spread across all of the units in the development |
|-------------------------------------------|-----------------------------------------------------------------|-------------------------------------------------|----------------------------------------------|----------------------------------------------------|----------------------------------------------------------------------------------|
| Sigwalt Apartments<br>Total 88 apartments | 13                                                              | 13 x \$75,000<br>= \$975,000                    | \$325,000<br>(proposed)                      | \$25,000<br>(proposed)                             | \$3,780<br>(proposed)                                                            |

#### Previous Request for Comments

On February 2, 2017, staff sent an email to the members of the Housing Commission requesting the Commissioners' feedback on the proposed staff negotiated fee of \$25,000 per unit fee-in-lieu of providing the affordable units in this development, although the name of the developer and location of the development were not public at that time. No objections were received from the members of the Housing Commission with respect to the staff proceeding with discussions with the developer at this fee amount.

In that email, it was suggested that if the fee-in-lieu amount of \$25,000 per affordable units not provided is approved for this development, that the Housing Commission may wish to consider lowering the fee-in-lieu amount in the guidelines to \$25,000 per affordable unit not provided or a commensurate amount applied proportionally to the total number of units in the development.

#### Village Board Early Review

The Sigwalt Apartments proposal went before the Village Board on April 17, 2017 for “Early Review”. Early Review is a process that allows developers, under certain circumstances, to present projects to the Village Board in order to gauge the acceptability of development proposals. The results of the Village Board Early Review do not commit the Village to approving or denying a development proposal if and when the proposal moves through the formal review process. Rather, Early Review is intended to offer an opportunity for the developer to obtain a degree of preliminary feedback from the Village Board.

CA Ventures’ proposal to pay \$25,000 fee-in-lieu of affordable units not included in the Sigwalt Apartments development was included in the description of the project taken to the Village Board for Early Review. As stated, although the Village Board’s reactions at an Early Review are not binding, it is noted that no objections to the developer’s offer of \$25,000 per affordable unit not provided were voiced at the Early Review.

#### Recommendation

Staff recommends that the Housing Commission recommend to the Village Board approval of the following:

1. Approval of the proposed fee-in-lieu of providing affordable units at the Sigwalt Apartments of \$25,000 per affordable unit not provided at the time of issuance of a building permit. As currently proposed, 13 required affordable units x \$25,000 = \$325,000.
2. If the Village Board approves the \$25,000 fee-in-lieu amount for the Sigwalt Apartments, it is also recommended that the Housing Commission recommend that the fee-in-lieu of providing affordable housing units as stated in the *Arlington Heights Affordable Housing Rental Guidelines* be changed from \$75,000 to \$25,000.



South Chestnut Ave

8.0'  
ROW Dedication

±237.0'

Balcony Above  
Area Well

Area Well

Hydrant

Utilities

Transformer  
Pervious Pavers  
Ped. Alert Bollards

South Highland Ave

Loading  
Layby

8.0'  
ROW Dedication

Hydrant

### Project Data

|                                           | Provided        | R-7<br>Required                 |
|-------------------------------------------|-----------------|---------------------------------|
| <b>Site</b>                               |                 |                                 |
| Site Area<br>(Gross, prior to Dedication) | ± 41,987 sf     |                                 |
| Site Area<br>(Net, after Dedication)      | ± 39,587 sf     | ± 67,800 sf<br>(Per Unit Count) |
| Lot Size<br>(Gross, prior to Dedication)  | ± 150' x ± 280' |                                 |
| Lot Size<br>(Net, after Dedication)       | ± 150' x ± 264' |                                 |
| East (front) Setback                      | ± 10.5'         | 48'                             |
| West (front) Setback                      | ± 16.35'        | 48'                             |
| North (side) Setback                      | ± 5'            | 34'                             |
| South (exterior side) Setback             | ± 18.3'         | 20'                             |

### Residential Site Data

|                                                                 |              |        |
|-----------------------------------------------------------------|--------------|--------|
| Dwelling Units                                                  | 88           |        |
| Building Footprint                                              | ± 28,366 sf  |        |
| Gross Building Area                                             | ± 145,348 sf |        |
| Building Area<br>(Not Including Parking)                        | ± 100,165 sf |        |
| % Building Lot Coverage<br>(Building Footprint / Net Site Area) | ± 72%        | 45%    |
| Impervious Surface Coverage<br>(Building and Pavement)          | ± 28,500 sf  |        |
| % Impervious Surface Coverage                                   | ± 73%        | 50%    |
| Floor Area Ratio (FAR)<br>(Building Area / Net Site Area)       | ± 2.53       | 2.00   |
| One Bedroom Min. SF                                             | 650 sf       | 650 sf |
| Two Bedroom Min. SF                                             | 975 sf       | 750 sf |
| Parking                                                         | 110          | 132    |
| Stalls/Unit                                                     | 1.25         | 1.50   |

Roof Deck

Fire Dept Connection  
Conc. Pavers

Entry Canopy

Sloped Walk

Bike Racks  
Pervious Pavers

Planter

Patio  
Pervious Pavers

Site Wall

Project Sign

Walk  
Pervious Pavers

New Hydrant

West Sigwalt Street

## Site Plan



0 10' 20' 40'

SHEET 3

Sigwalt Apartments  
Arlington Heights, IL

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017



October 10, 2017 ARCHITECTS + PLANNERS, INC.





East Elevation



Sigwalt Apartments  
Arlington Heights, IL

0 10' 20' 40'  
SHEET 7

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017



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North Elevation

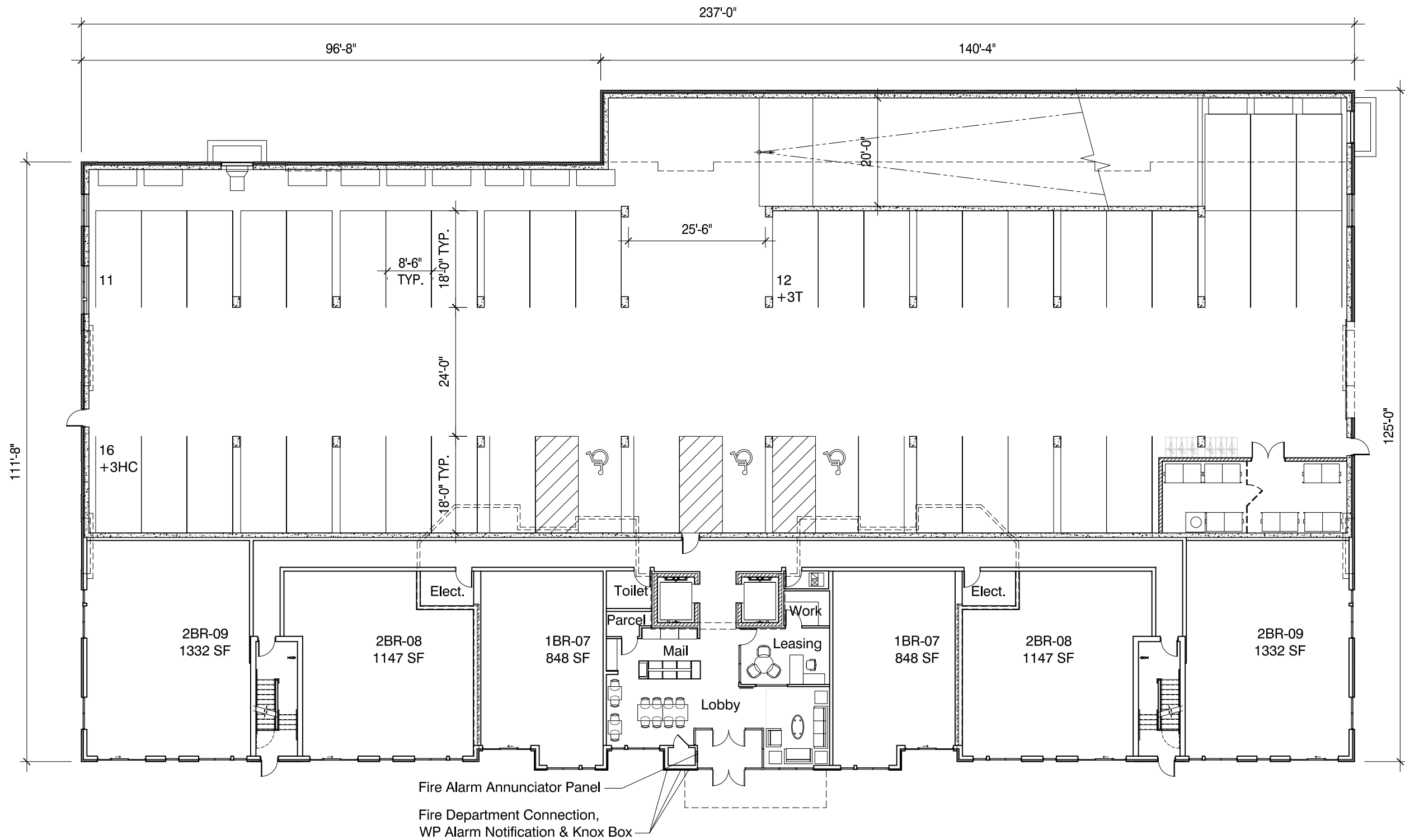


Sigwalt Apartments  
Arlington Heights, IL

0 10' 20' 40' SHEET 8

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
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First Floor Plan



Sigwalt Apartments  
Arlington Heights, IL



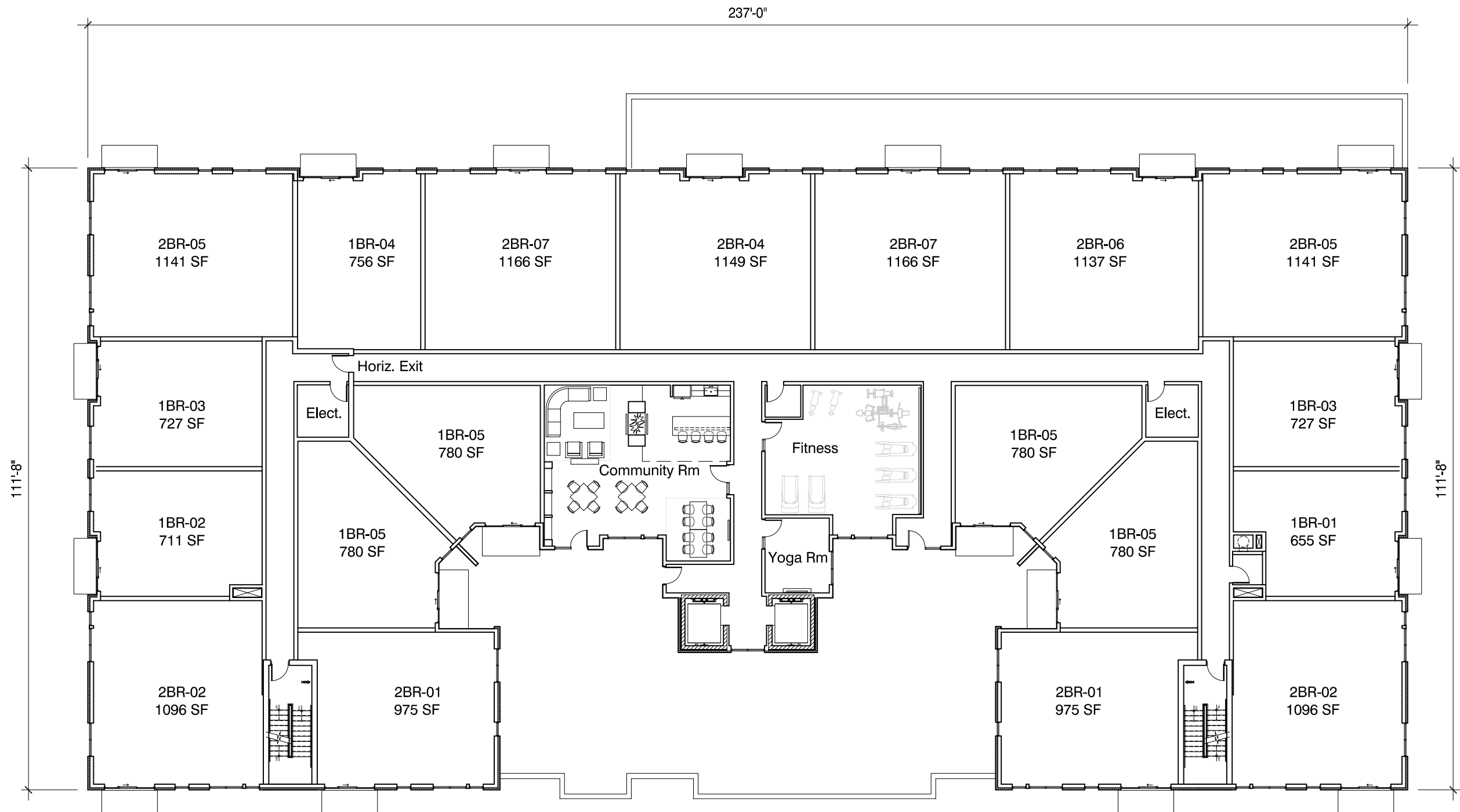
0 10' 20' 40'

SHEET 13

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Sigwalt Apartments  
Arlington Heights, IL

## Second Floor Plan



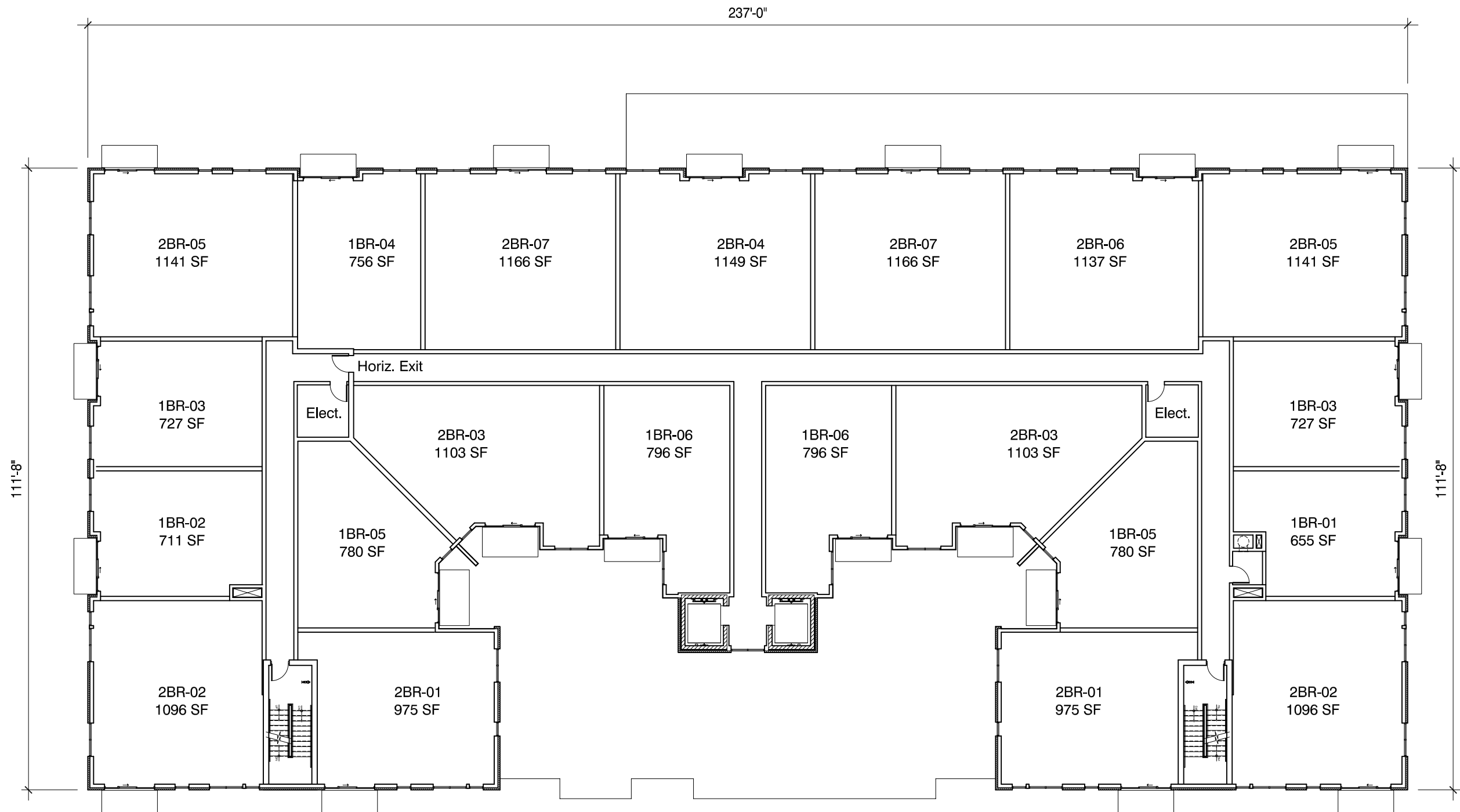
0 10' 20' 40'

SHEET 14

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### Third - Fifth Floor Plan



Sigwalt Apartments  
Arlington Heights, IL



0 10' 20' 40'

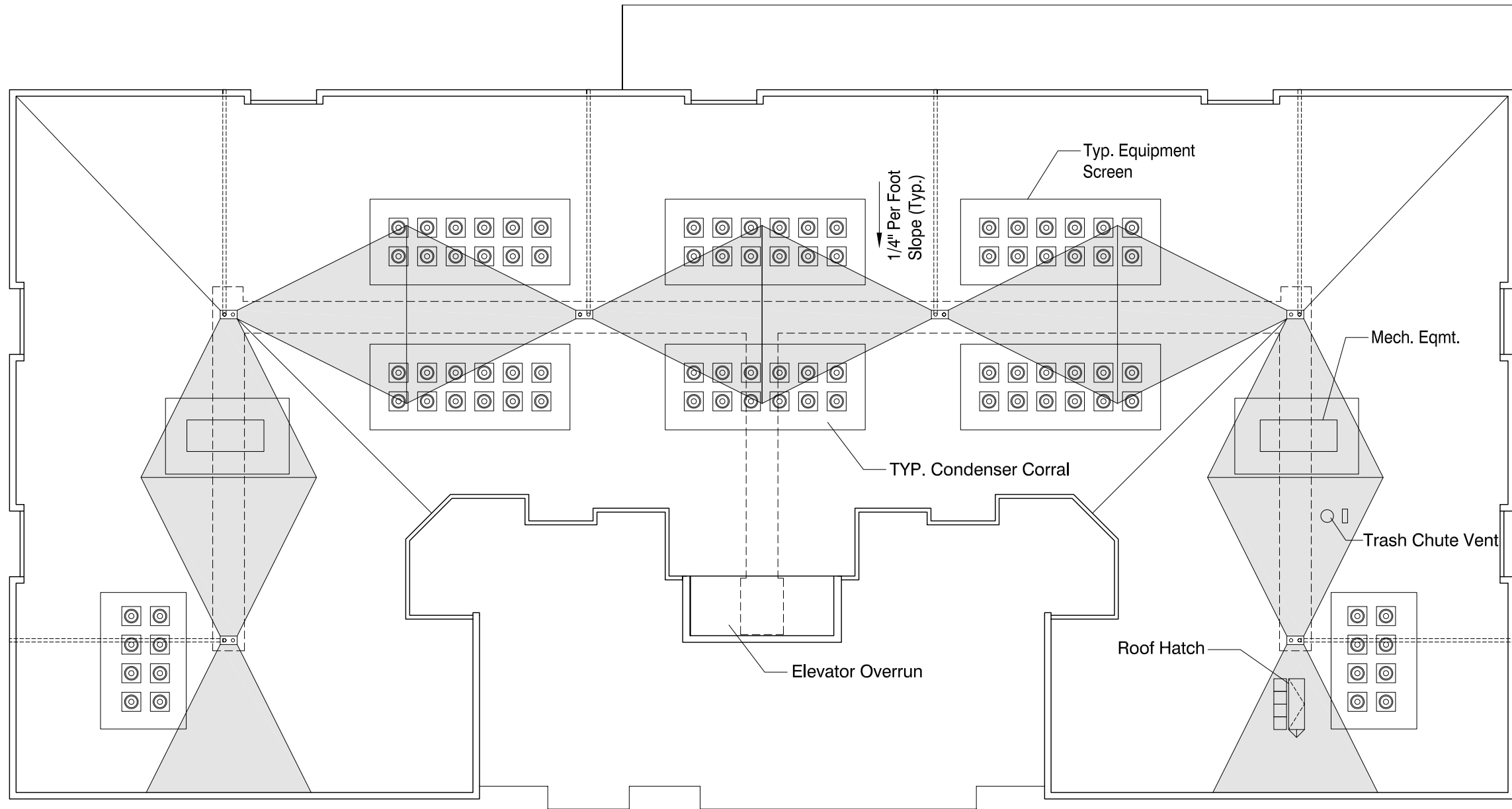
SHEET 15

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Roof Plan



Sigwalt Apartments  
Arlington Heights, IL



0 10' 20' 40'

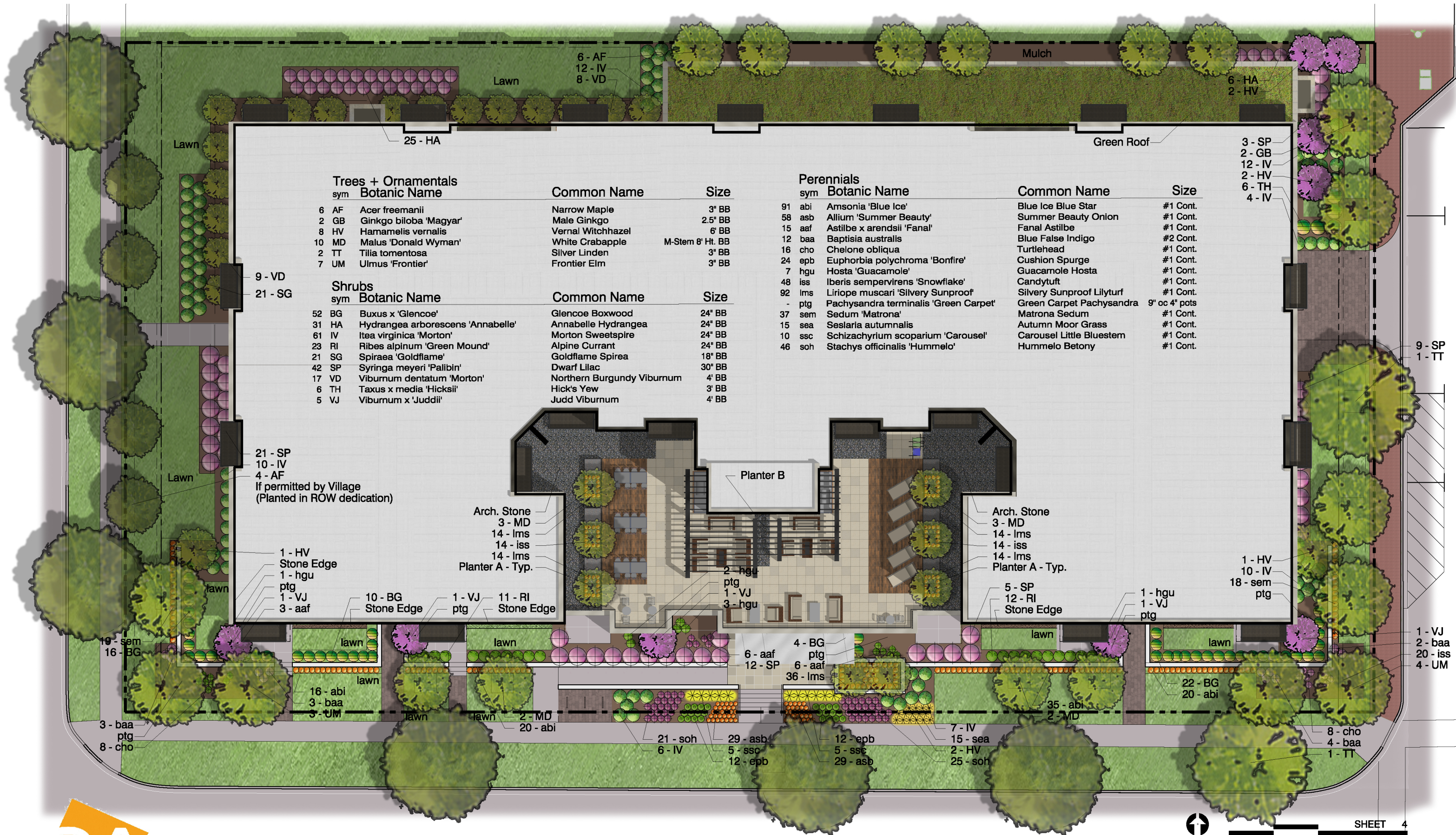
SHEET 16

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Trees + Ornamentals

| sym   | Botanic Name           | Common Name       | Size             |
|-------|------------------------|-------------------|------------------|
| 6 AF  | Acer freemanii         | Narrow Maple      | 3" BB            |
| 2 GB  | Ginkgo biloba 'Magyar' | Male Ginkgo       | 2.5" BB          |
| 8 HV  | Hamamelis vernalis     | Vernal Witchhazel | 6" BB            |
| 10 MD | Malus 'Donald Wyman'   | White Crabapple   | M-Stem 8' Ht. BB |
| 2 TT  | Tilia tomentosa        | Silver Linden     | 3" BB            |
| 7 UM  | Ulmus 'Frontier'       | Frontier Elm      | 3" BB            |

Shrubs

| sym   | Botanic Name                      | Common Name                | Size   |
|-------|-----------------------------------|----------------------------|--------|
| 52 BG | Buxus x 'Glencoe'                 | Glencoe Boxwood            | 24" BB |
| 31 HA | Hydrangea arborescens 'Annabelle' | Annabelle Hydrangea        | 24" BB |
| 61 IV | Itea virginica 'Morton'           | Morton Sweetpire           | 24" BB |
| 23 RI | Ribes alpinum 'Green Mound'       | Alpine Currant             | 24" BB |
| 21 SG | Spiraea 'Goldflame'               | Goldflame Spirea           | 18" BB |
| 42 SP | Syringa meyeri 'Palibin'          | Dwarf Lilac                | 30" BB |
| 17 VD | Viburnum dentatum 'Morton'        | Northern Burgundy Viburnum | 4' BB  |
| 6 TH  | Taxus x media 'Hicksii'           | Hick's Yew                 | 3' BB  |
| 5 VJ  | Viburnum x 'Juddii'               | Judd Viburnum              | 4' BB  |

Perennials

| sym    | Botanic Name                          | Common Name               | Size          |
|--------|---------------------------------------|---------------------------|---------------|
| 91 abi | Amsonia 'Blue Ice'                    | Blue Ice Blue Star        | #1 Cont.      |
| 58 asb | Allium 'Summer Beauty'                | Summer Beauty Onion       | #1 Cont.      |
| 15 aaf | Astilbe x arendsii 'Fanal'            | Fanal Astilbe             | #1 Cont.      |
| 12 baa | Baptisia australis                    | Blue False Indigo         | #2 Cont.      |
| 16 cho | Chelone obliqua                       | Turtlehead                | #1 Cont.      |
| 24 epb | Euphorbia polychroma 'Bonfire'        | Cushion Spurge            | #1 Cont.      |
| 7 hgu  | Hosta 'Guacamole'                     | Guacamole Hosta           | #1 Cont.      |
| 48 iss | Iberis sempervirens 'Snowflake'       | Candytuft                 | #1 Cont.      |
| 92 lms | Liriope muscari 'Silvery Sunproof'    | Silvery Sunproof Lilyturf | #1 Cont.      |
| - ptg  | Pachysandra terminalis 'Green Carpet' | Green Carpet Pachysandra  | 9" oc 4" pots |
| 37 sem | Sedum 'Matrona'                       | Matrona Sedum             | #1 Cont.      |
| 15 sea | Sesleria autumnalis                   | Autumn Moor Grass         | #1 Cont.      |
| 10 ssc | Schizachyrium scoparium 'Carousel'    | Carousel Little Bluestem  | #1 Cont.      |
| 46 soh | Stachys officinalis 'Hummelo'         | Hummelo Betony            | #1 Cont.      |

3 - SP  
2 - GB  
12 - IV  
2 - HV  
6 - TH  
4 - IV

9 - SP  
1 - TT

21 - SP  
10 - IV  
4 - AF  
If permitted by Village  
(Planted in ROW dedication)

Arch. Stone  
3 - MD  
14 - lms  
14 - iss  
14 - lms  
Planter A - Typ.

Arch. Stone  
3 - MD  
14 - lms  
14 - iss  
14 - lms  
Planter A - Typ.

1 - HV  
10 - IV  
18 - sem  
ptg

1 - VJ  
2 - baa  
20 - iss  
4 - UM



Sigwalt Apartments  
Arlington Heights, IL

Landscape Plan







Sigwalt Apartments  
Arlington Heights, IL

## South West Sigwalt

SHEET 5a

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017

September 6, 2017



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Sigwalt Apartments  
Arlington Heights, IL

## South East Sigwalt

SHEET 5b

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017

September 6, 2017



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Sigwalt Apartments  
Arlington Heights, IL

Entry





Sigwalt Apartments  
Arlington Heights, IL

## Location Map



North  
0 40' 80' 160'

SHEET 1

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
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June 29, 2017 ARCHITECTS + PLANNERS, INC.





View 2



View 1



View 9



View 3



View 8



View 4



View 7



View 5



View 6



Sigwalt Apartments  
Arlington Heights, IL

## Context Site Plan



43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017



June 29, 2017 ARCHITECTS + PLANNERS, INC.



South Chestnut Ave

8.0' ROW Dedication

±237.0'

Balcony Above  
Area Well

Area Well

Hydrant  
Utilities

Transformer  
Pervious Pavers  
Ped. Alert Bollards

South Highland Ave

8.0' ROW Dedication

Loading Layby

Hydrant

New Hydrant

West Sigwalt Street



0 10' 20' 40'

SHEET 3



Sigwalt Apartments  
Arlington Heights, IL

Site Plan

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
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September 13, 2017  
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Project Data

|                                                              | Provided        | R-7 Required                 |
|--------------------------------------------------------------|-----------------|------------------------------|
| <b>Site</b>                                                  |                 |                              |
| Site Area (Gross, prior to Dedication)                       | ± 41,987 sf     |                              |
| Site Area (Net, after Dedication)                            | ± 39,587 sf     | ± 67,800 sf (Per Unit Count) |
| Lot Size (Gross, prior to Dedication)                        | ± 150' x ± 280' |                              |
| Lot Size (Net, after Dedication)                             | ± 150' x ± 264' |                              |
| East (front) Setback                                         | ± 10.5'         | 48'                          |
| West (front) Setback                                         | ± 16.35'        | 48'                          |
| North (side) Setback                                         | ± 5'            | 34'                          |
| South (exterior side) Setback                                | ± 18.3'         | 20'                          |
| <b>Residential Site Data</b>                                 |                 |                              |
| Dwelling Units                                               | 88              |                              |
| Building Footprint                                           | ± 28,366 sf     |                              |
| Gross Building Area                                          | ± 145,348 sf    |                              |
| Building Area (Not Including Parking)                        | ± 100,165 sf    |                              |
| % Building Lot Coverage (Building Footprint / Net Site Area) | ± 72%           | 45%                          |
| Impervious Surface Coverage (Building and Pavement)          | ± 28,500 sf     |                              |
| % Impervious Surface Coverage                                | ± 73%           | 50%                          |
| Floor Area Ratio (FAR) (Building Area / Net Site Area)       | ± 2.53          | 2.00                         |
| One Bedroom Min. SF                                          | 650 sf          | 650 sf                       |
| Two Bedroom Min. SF                                          | 975 sf          | 750 sf                       |
| Parking                                                      | 110             | 132                          |
| Stalls/Unit                                                  | 1.25            | 1.50                         |

Driveway

±111.7'

Roof Deck

Fire Dept Connection  
Conc. Pavers

Entry Canopy

Sloped Walk

Bike Racks  
Pervious Pavers

Planter

Patio  
Pervious Pavers

Site Wall

Project Sign



Sigwalt Apartments  
Arlington Heights, IL

## South Elevation

SHEET 6  
0 10' 20' 40'

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017  
September 6, 2017  
ARCHITECTS + PLANNERS, INC.







East Elevation



Sigwalt Apartments  
Arlington Heights, IL

0 10' 20' 40' SHEET 7

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
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North Elevation



Sigwalt Apartments  
Arlington Heights, IL

0 10' 20' 40' SHEET 8

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West Elevation



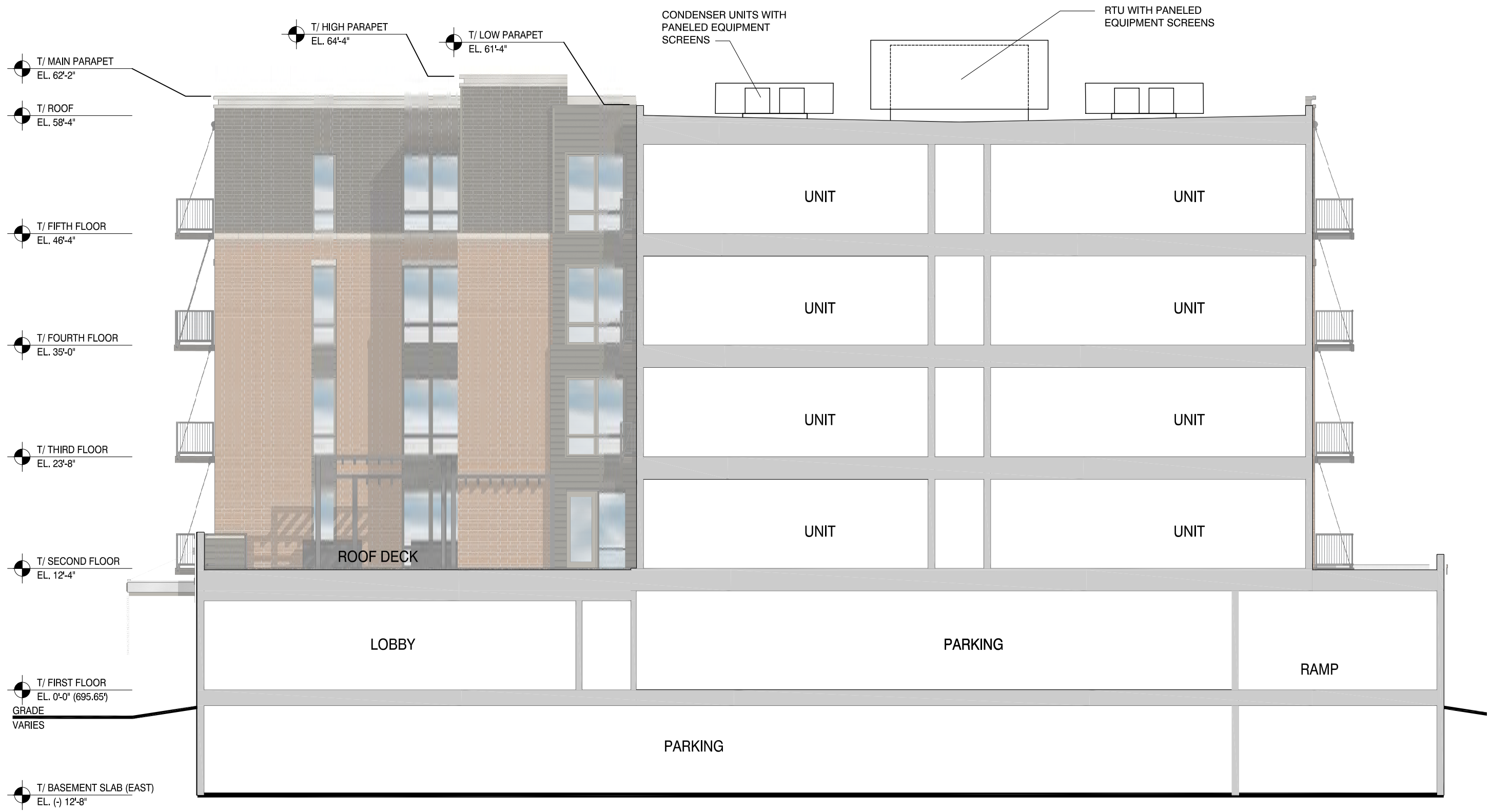
Sigwalt Apartments  
Arlington Heights, IL

SHEET 9  
0 10' 20' 40'

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Sigwalt Apartments  
Arlington Heights, IL

## Building Section - North South

SHEET 10  
0 5' 10' 20'

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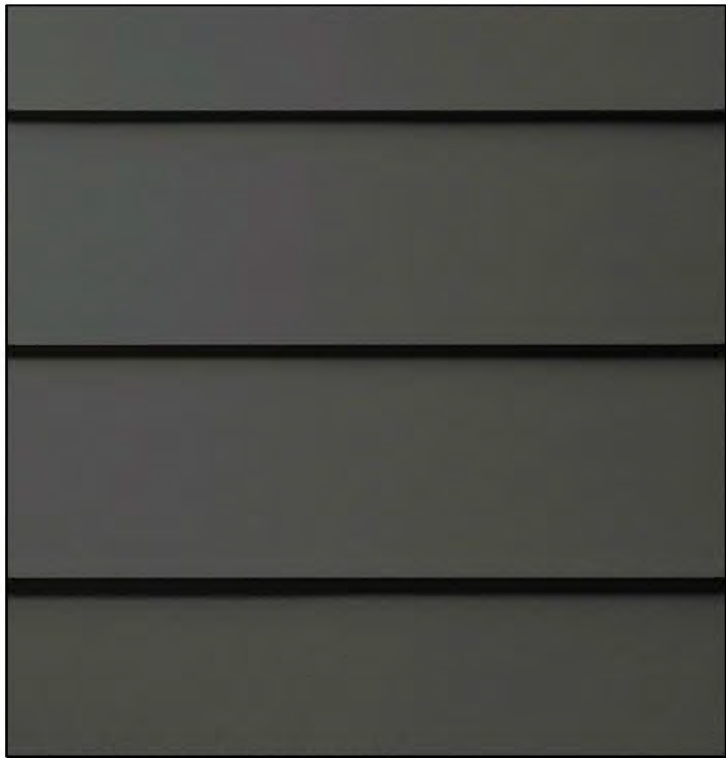
Utility Size Face Brick A



Granite Cladding



Utility Size Face Brick B



Fiber Cement Lap Siding



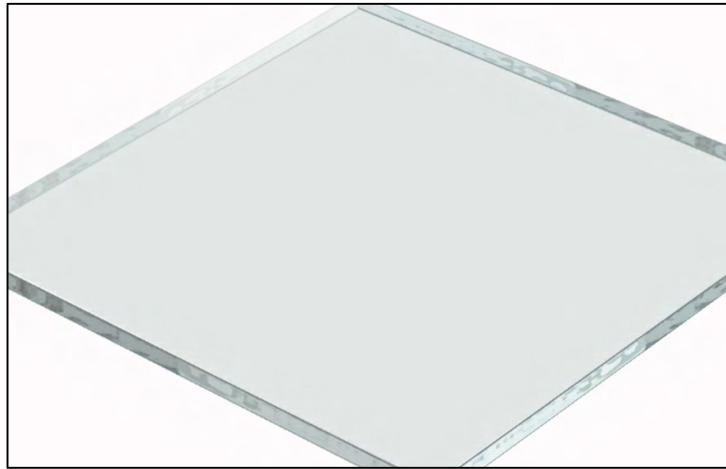
# Building Materials



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Arlington Heights, IL

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Low E coated Glass



Square Metal Picket Balcony Rail



Cast Stone Sills, Headers, & Banding



Pre-Finished Metal Balcony



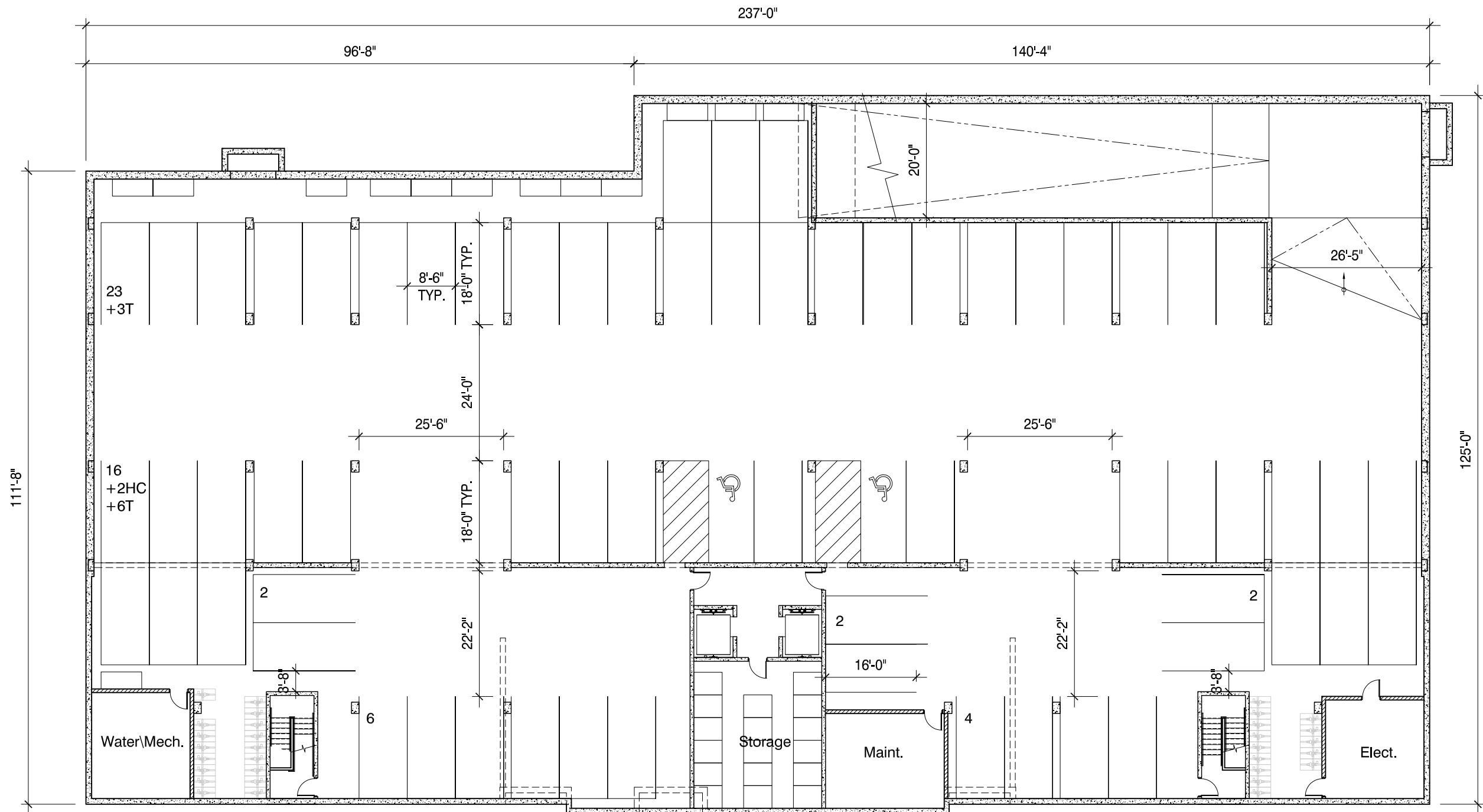
# Building Materials



Sigwalt Apartments  
Arlington Heights, IL

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## Basement Plan



Sigwalt Apartments  
Arlington Heights, IL



0 10' 20' 40'

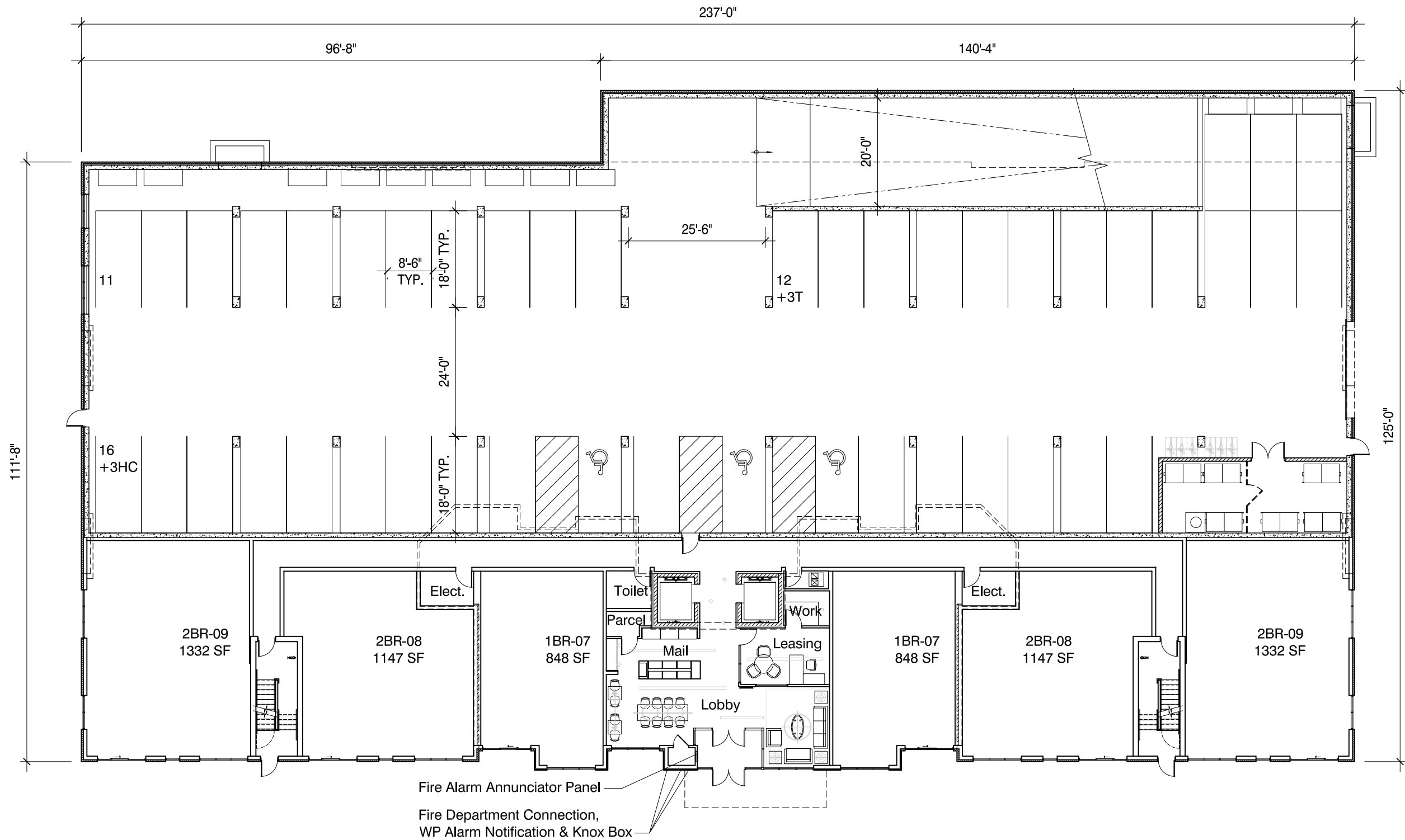
SHEET 12

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First Floor Plan



Sigwalt Apartments  
Arlington Heights, IL

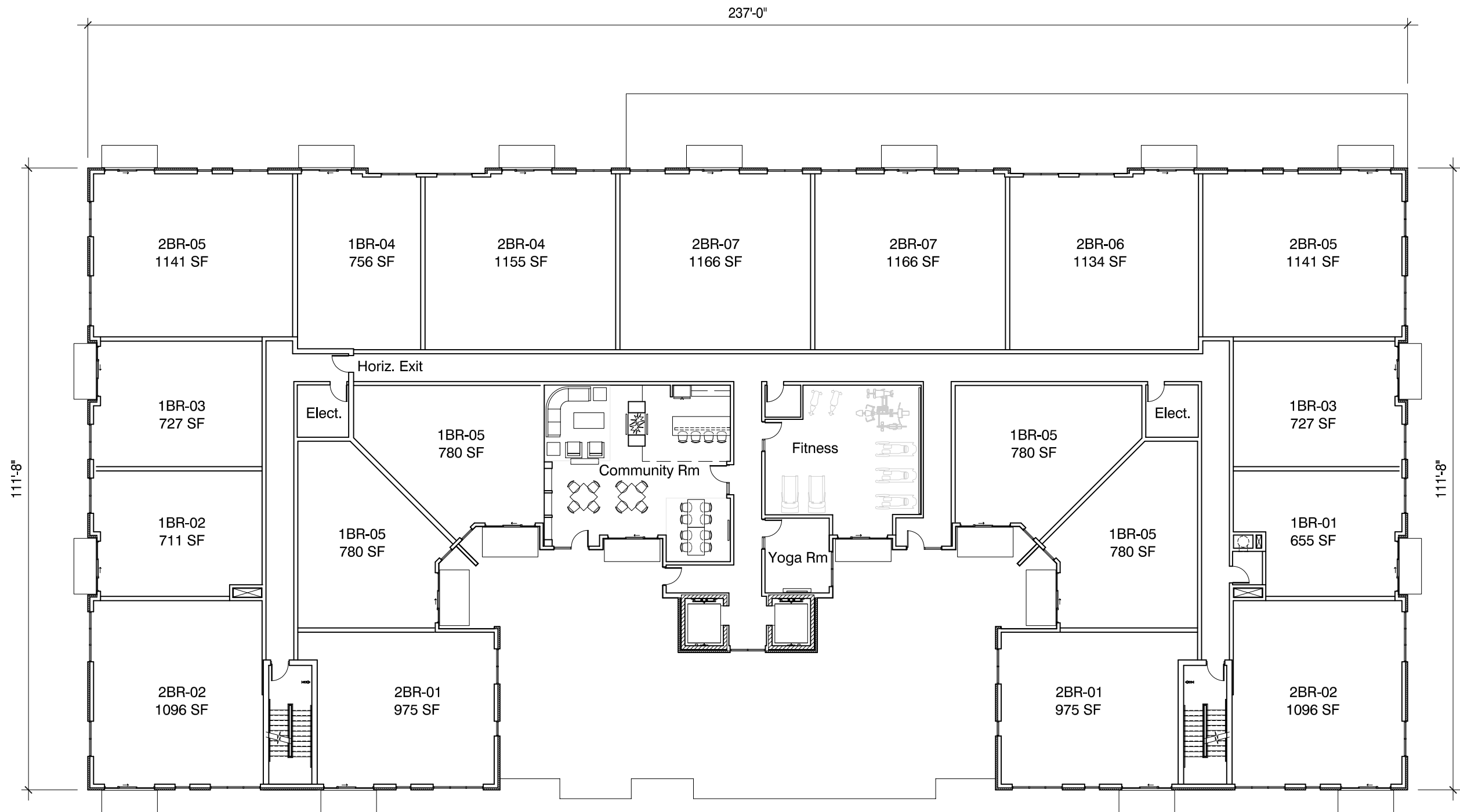


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SHEET 13



Sigwalt Apartments  
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## Second Floor Plan



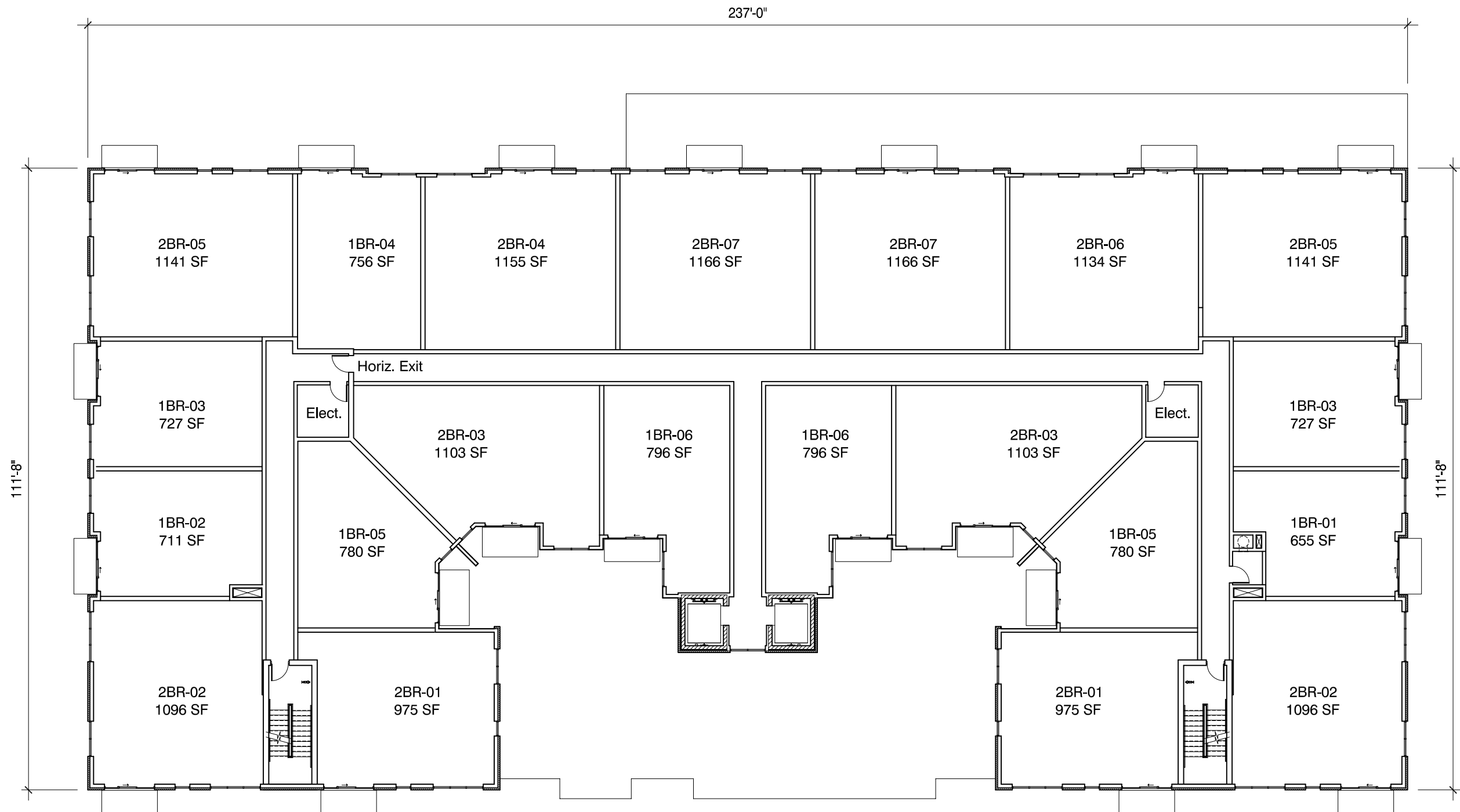
0 10' 20' 40'

SHEET 14

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### Third - Fifth Floor Plan



Sigwalt Apartments  
Arlington Heights, IL



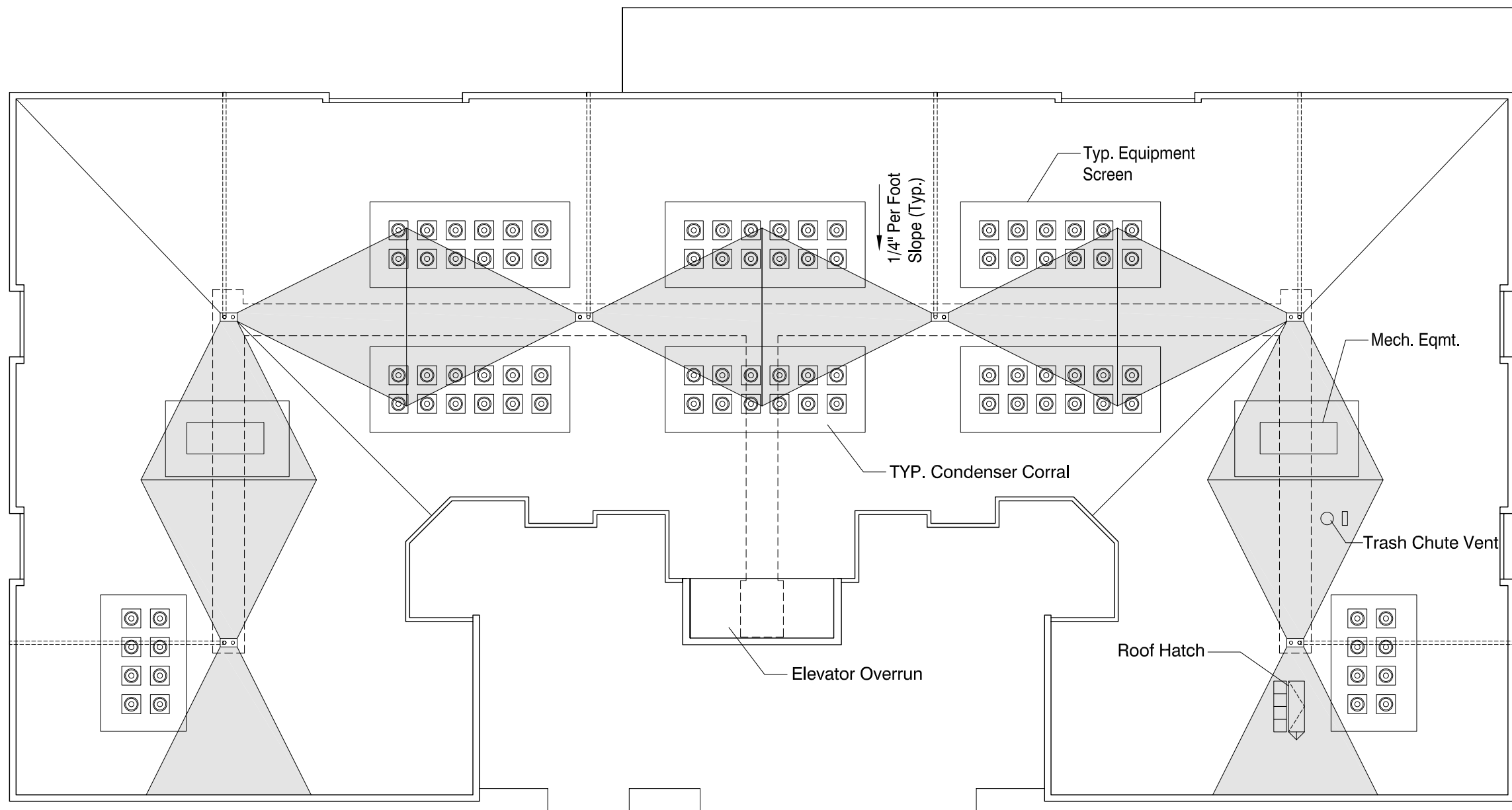
0 10' 20' 40'

SHEET 15

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017

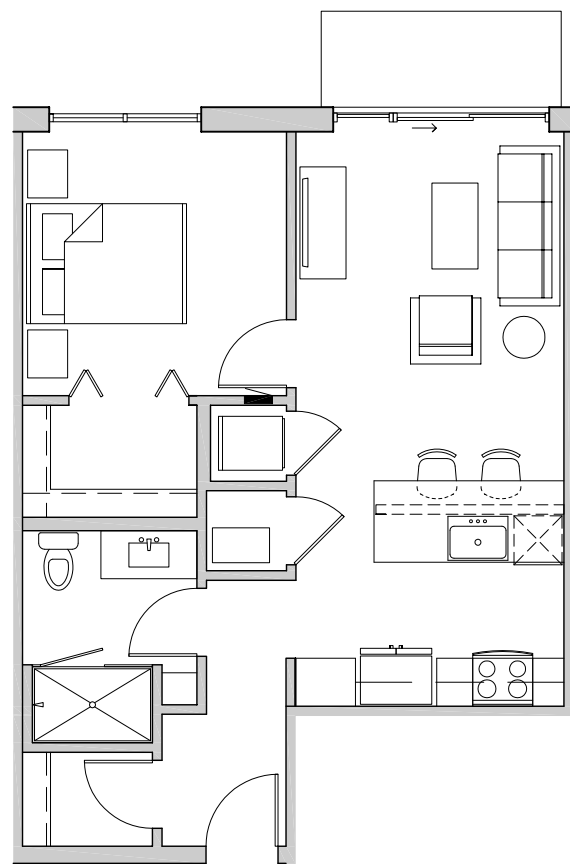


September 6, 2017 ARCHITECTS + PLANNERS, INC.

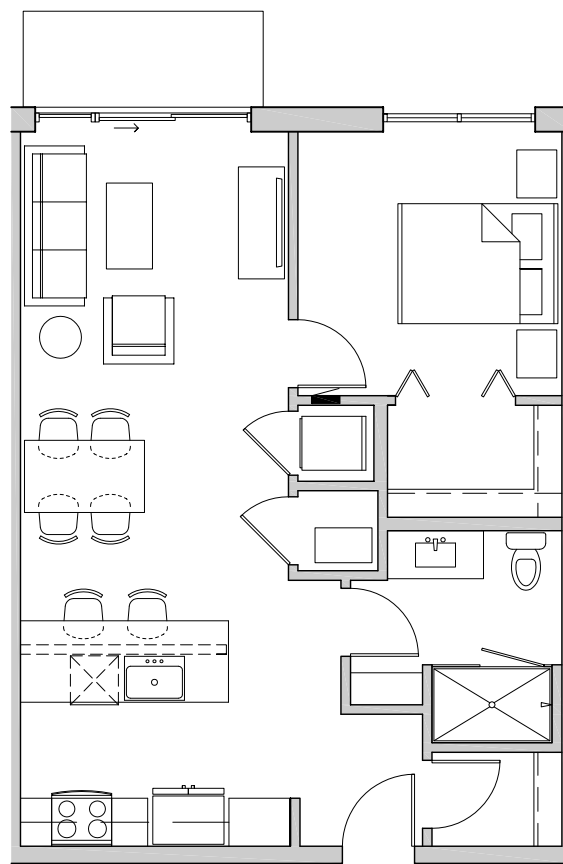


# Roof Plan

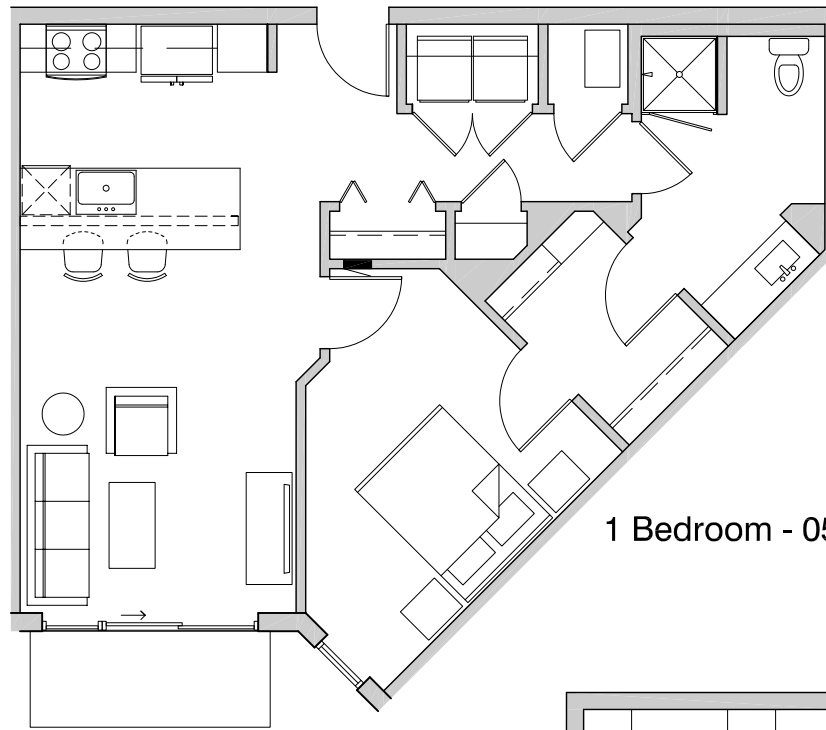




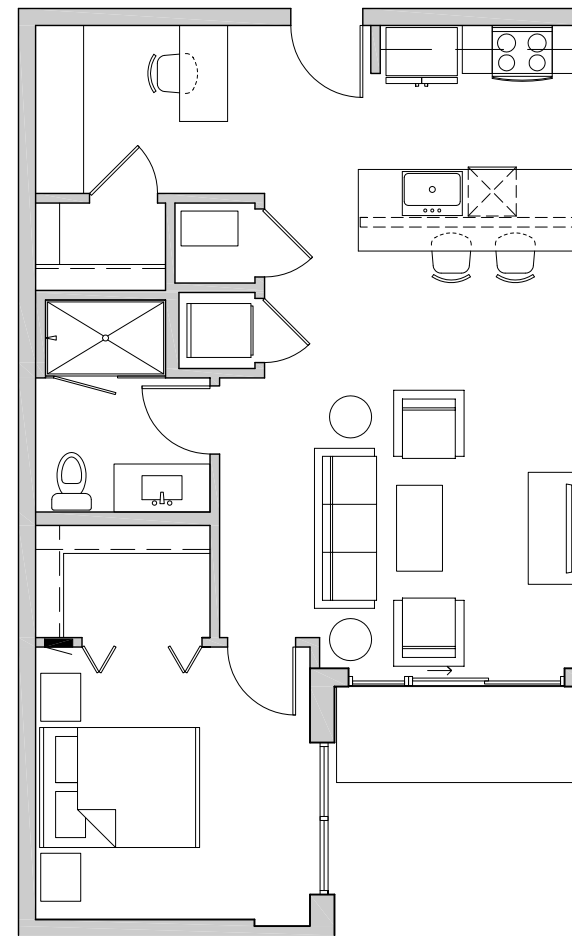
1 Bedroom - 01



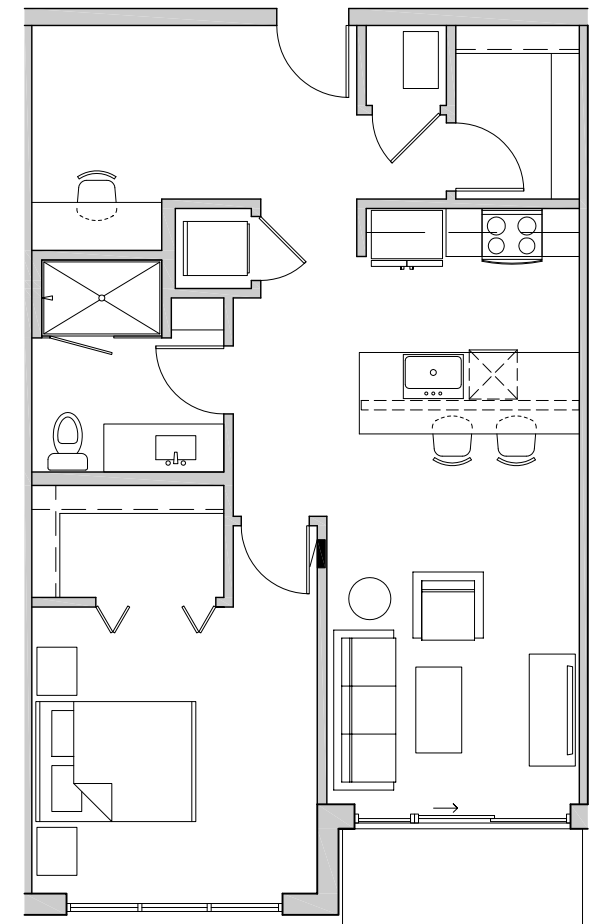
1 Bedroom - 03 (02 & 04 sim.)



1 Bedroom - 05



1 Bedroom - 06



1 Bedroom - 07



Sigwalt Apartments  
Arlington Heights, IL

## Conceptual Unit Plans

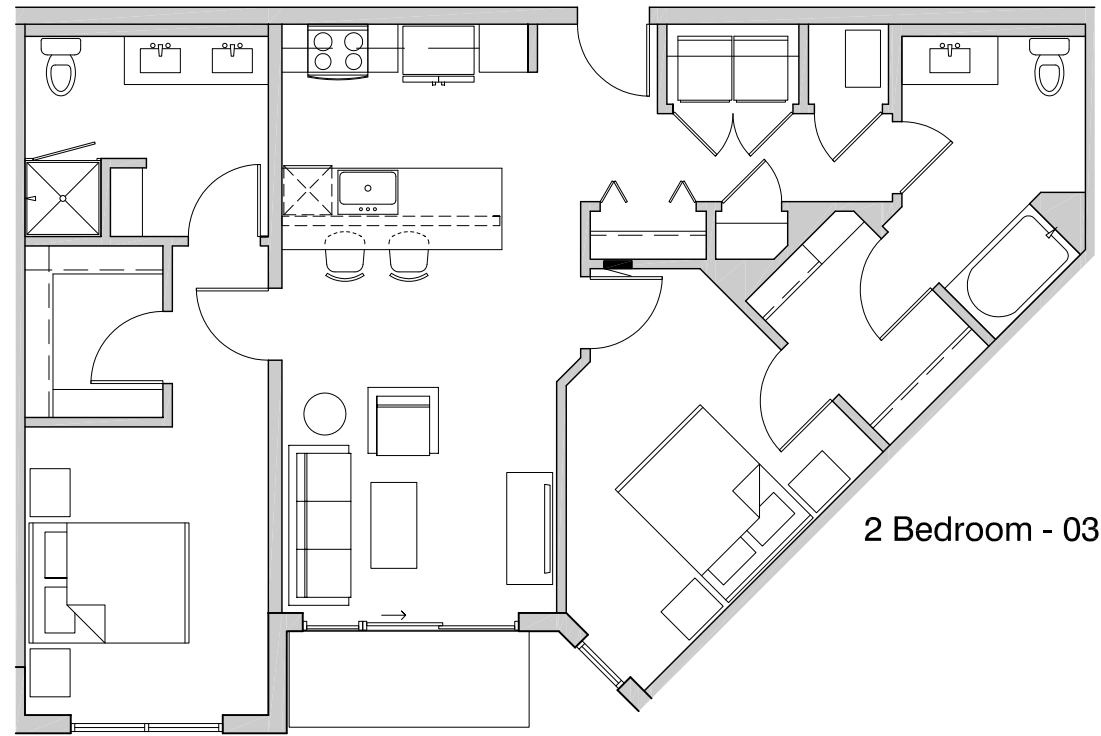
SHEET 16a  
0 4' 8' 16'

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017

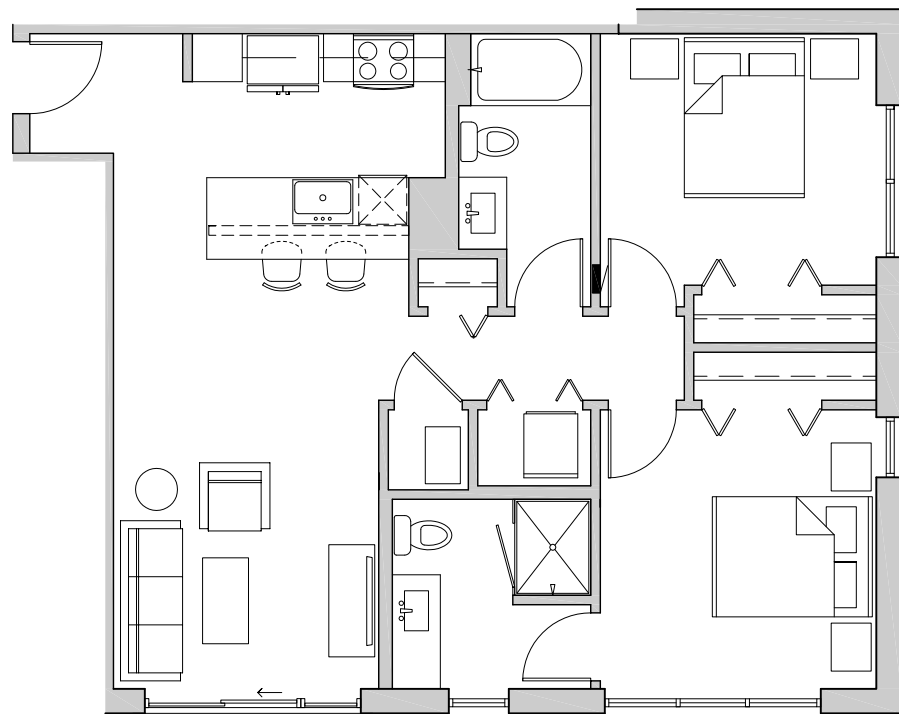


August 16, 2017 ARCHITECTS + PLANNERS, INC.

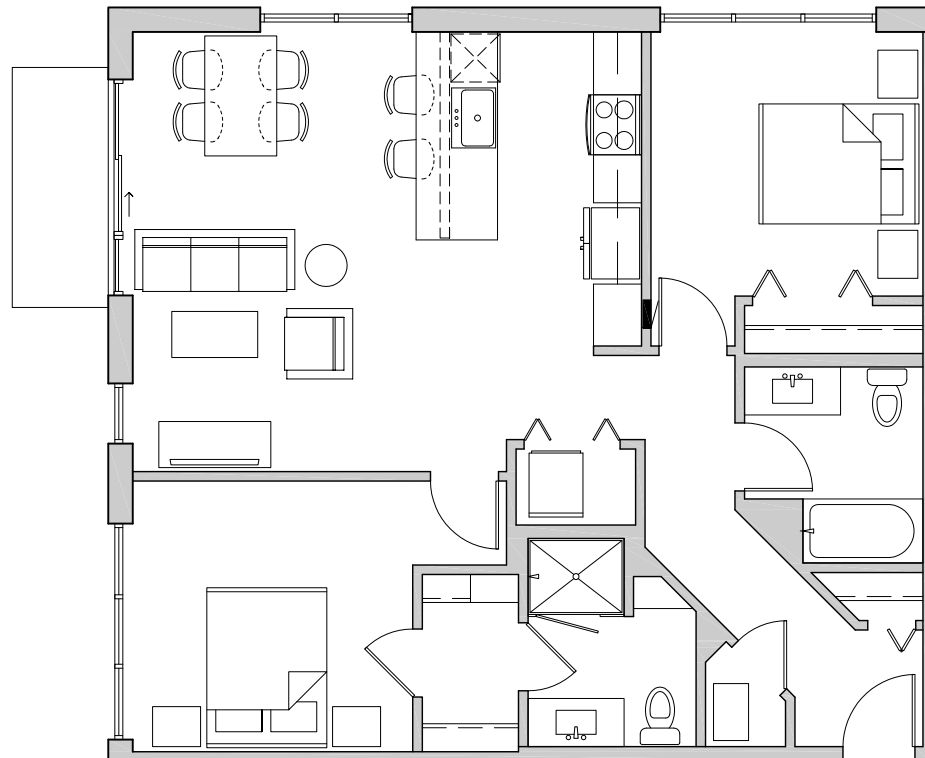




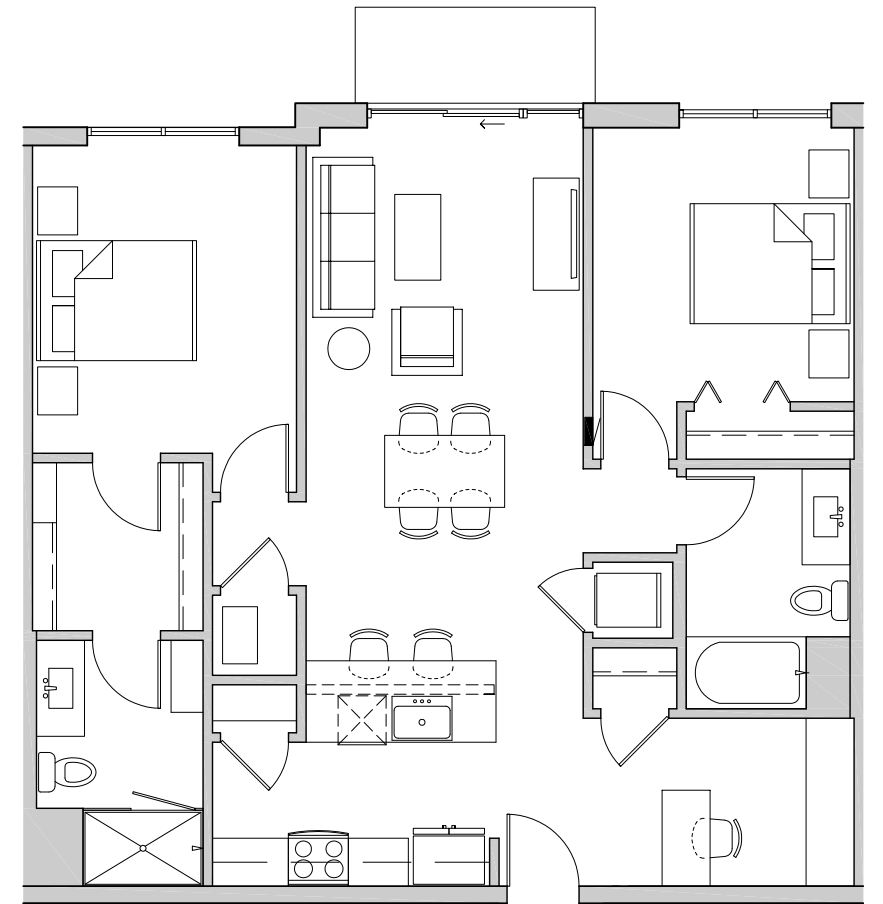
2 Bedroom - 03



2 Bedroom - 01



2 Bedroom - 02 (05 sim.)



2 Bedroom - 04 (07 sim.)



Sigwalt Apartments  
Arlington Heights, IL

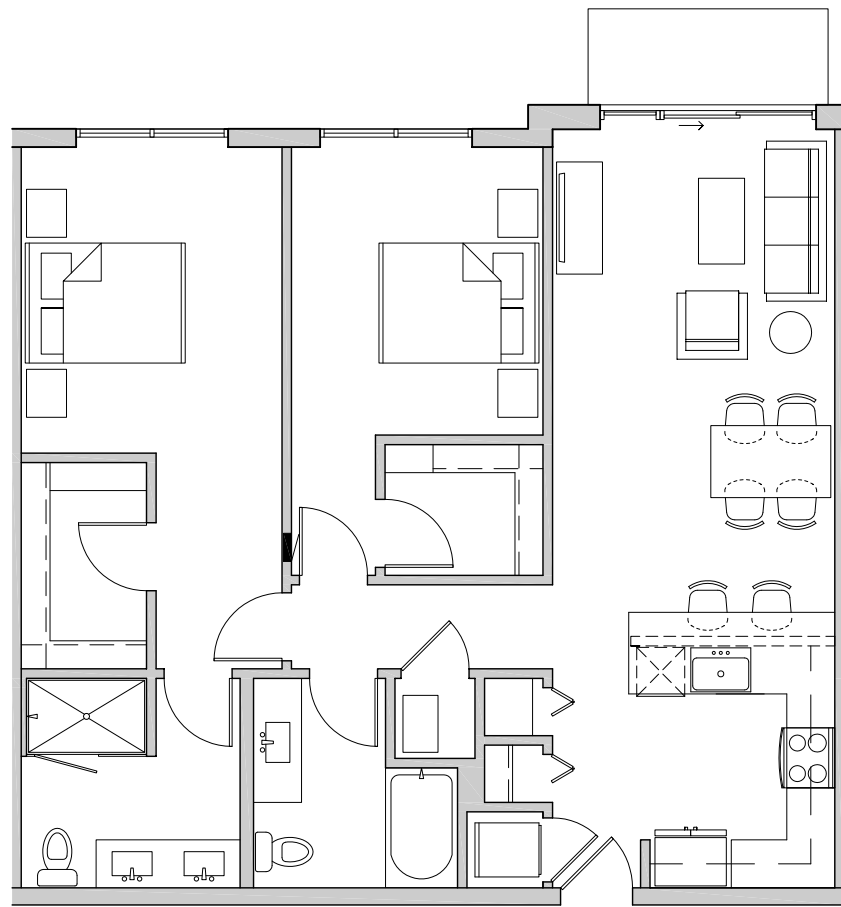
## Conceptual Unit Plans

SHEET 16b  
0 4' 8' 16'

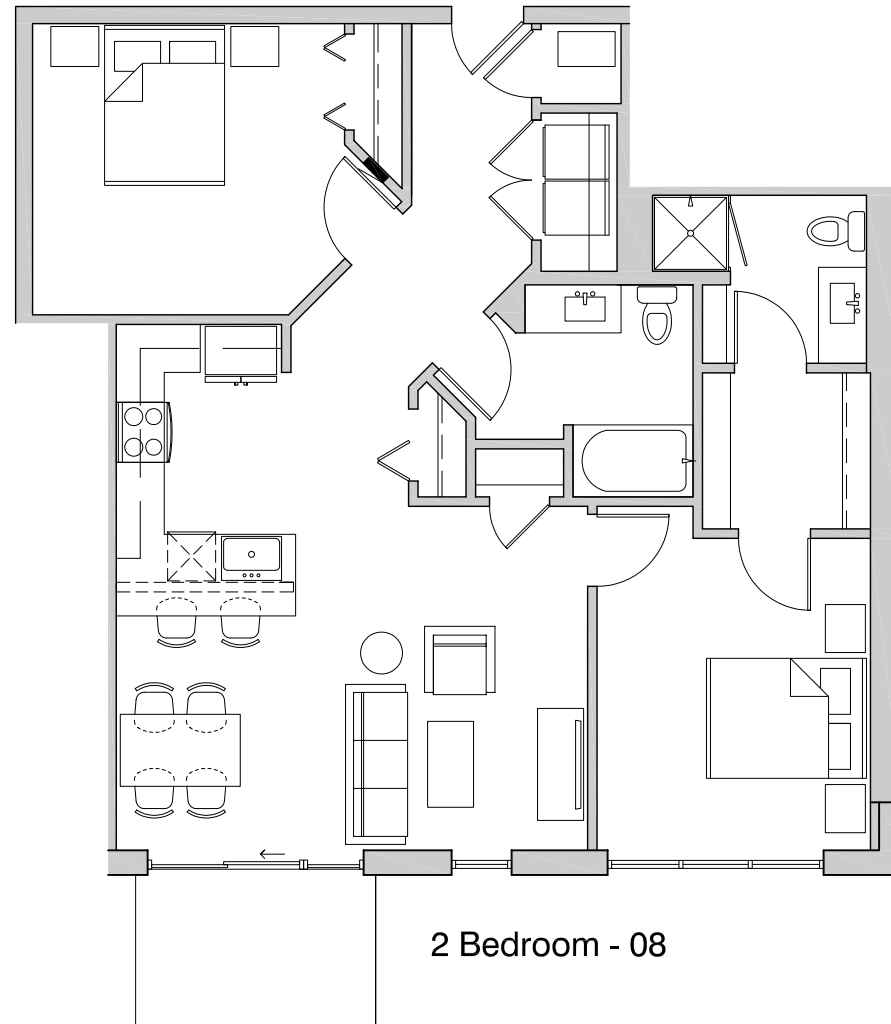
43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017



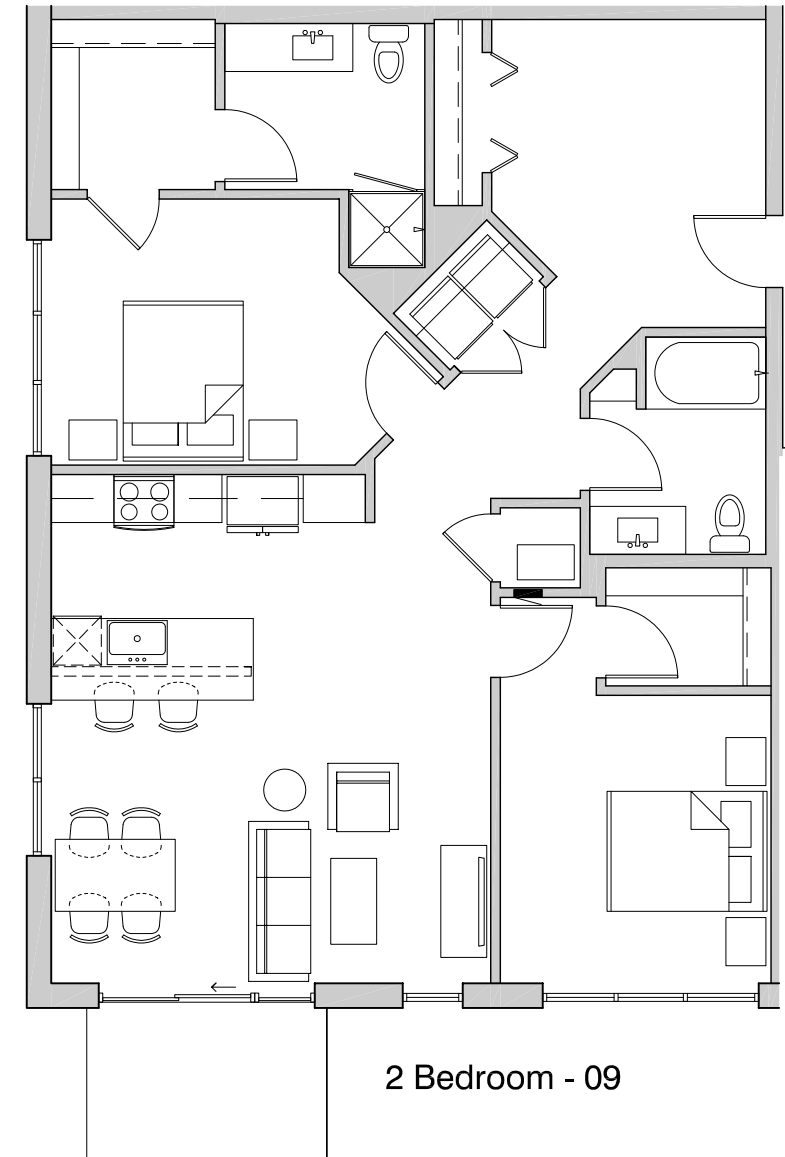
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2 Bedroom - 06



2 Bedroom - 08



2 Bedroom - 09



Sigwalt Apartments  
Arlington Heights, IL

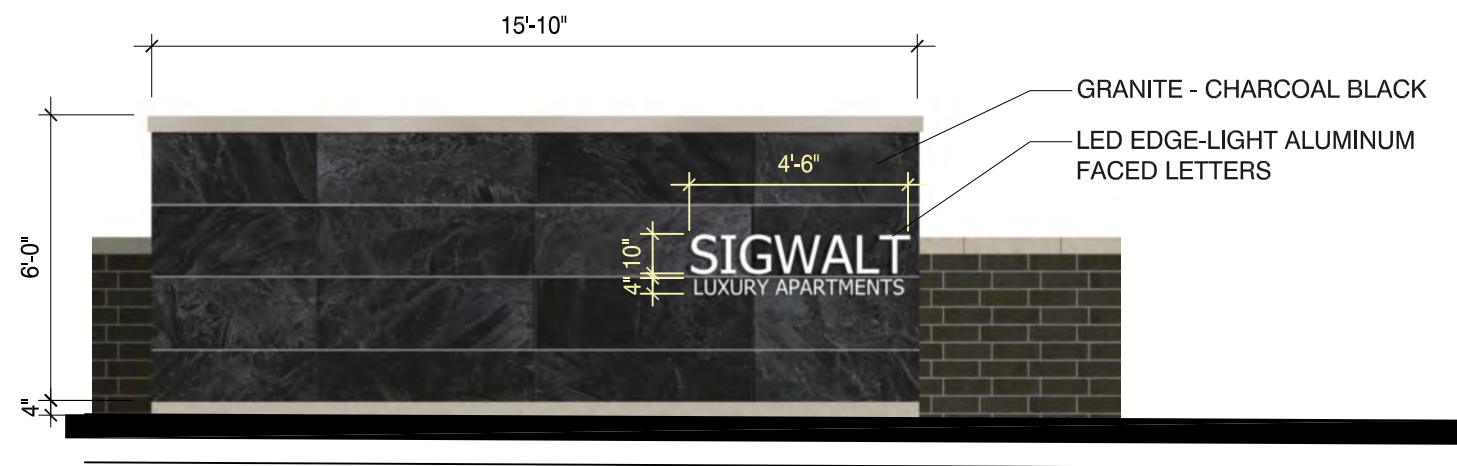
## Conceptual Unit Plans

SHEET 16c  
0 4' 8' 16'

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Arlington Heights, Illinois 60005  
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## Project Sign



Sigwalt Apartments  
Arlington Heights, IL

SHEET 17  
0 2' 4' 8'

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
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August 22, 2017 ARCHITECTS + PLANNERS, INC.

## STAGING PLAN NARRATIVE

**Construction Start:** It is anticipated that the building permitting process will begin in early November with the anticipation of field construction beginning in late December 2017. This is predicated on receiving the approvals of the plan & design commissions as well as the village board.

**Phasing:** The field construction portion of the project will be broken into two (2) phases. The first will consist of the construction of the parking structure and podium levels as well as the installation of the wet utilities. It is anticipated that this will take approximately 3 - 4 months pending the weather conditions given the time of year that this may begin. The second phase of the project will consist of the erection of the residential portions of the building and the completion of the site work. This portion of the work should take 9 months to complete. We fully expect to have all exterior work on the building completed in the late fall of 2018 with interior portions of the building finishing up in early 2019.

**Personnel:** Each aspect of the project will bring different quantities of construction personnel to the site. During phase I of the project we would expect to average 20-25 trades persons working on the site. In phase II of the project the average would increase to approximately 40 persons on site with peak periods increasing to 50 while certain aspects of interior and exterior work taking place at the same time.

**Personnel Parking:** At this time, we anticipate all construction personnel utilizing the pay parking facility adjacent to the project site as the primary plan. Parking will not be allowed on Sigwalt, Highland or Chestnut for any construction personnel. If at the time parking stalls are not available within the garage, an alternate plan will be submitted to staff for review and approval.

**Vehicles:** Foreman trucks will be the only vehicles permitted on site requiring the unloading and loading of tools and equipment. At specific times, certain trucks may need to remain on site in on a limited basis which may include concrete installation, precast concrete erection and framing.

**Material Delivery:** The delivery of materials will be coordinated in a just in time manner to limit the amount of materials staged and stored on the project site. For time sensitive deliveries such as ready-mix concrete, pre-cast concrete components and pre-fabricated wall panels; an off-site staging area will be established and trucks will be released to the project site to limit the quantity of oversized vehicles to a

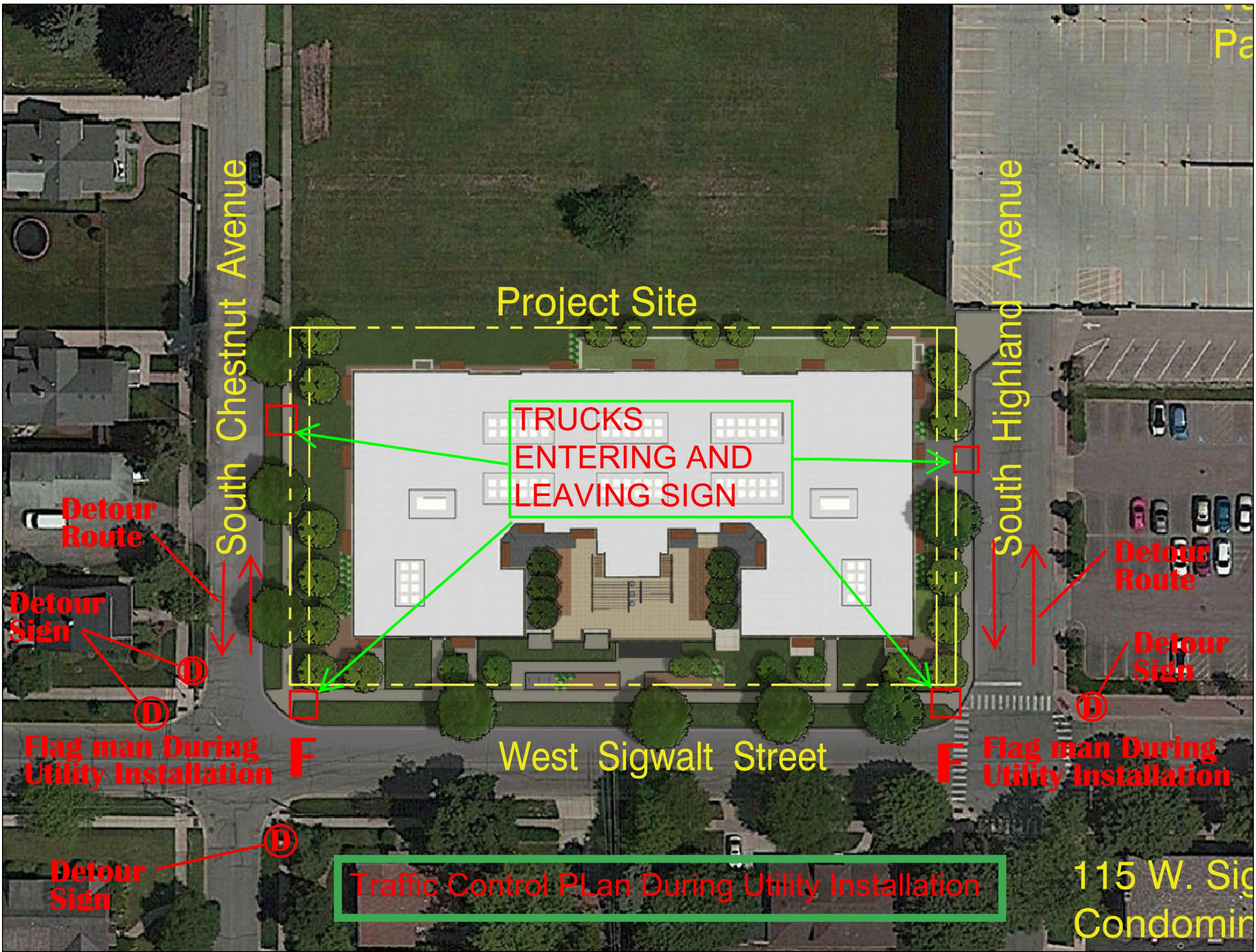


maximum of two at any given time to maintain the work operation as well as not impact the surrounding residents. Flaggers will be staged on the street for the maintenance of traffic and safety of trucks entering and leaving the site. A specific truck route plan to and from the site will be submitted for approval as part of the permitting process.

**Lane Closures:**

The only lane closures anticipated for the project will be involved with the utility installation. This work will be coordinated with the public works department and all traffic control and safety devices will be installed prior to work beginning. Notifications to the surrounding residents will take place approximately one week prior to work commencing. At the end of each day's work, temporary measures will be put into place to ensure the road is functional for two way traffic. It is desired to off-load precast concrete components and prefabricated wall panels at the curb line from the crane staged at the center of Sigwalt side of the building. During these delivery periods safety flaggers and traffic control devices will be staged at the corners of Highland and Chestnut to ensure the safe flow of traffic. The quantity of vehicles during this period would be approximately 2 per hour at its peak.





SIGWALT APARTMENTS  
CA VENTURES  
ARLINGTON  
HEIGHTS, IL



SITE TRAFFIC  
CONTROL PLAN

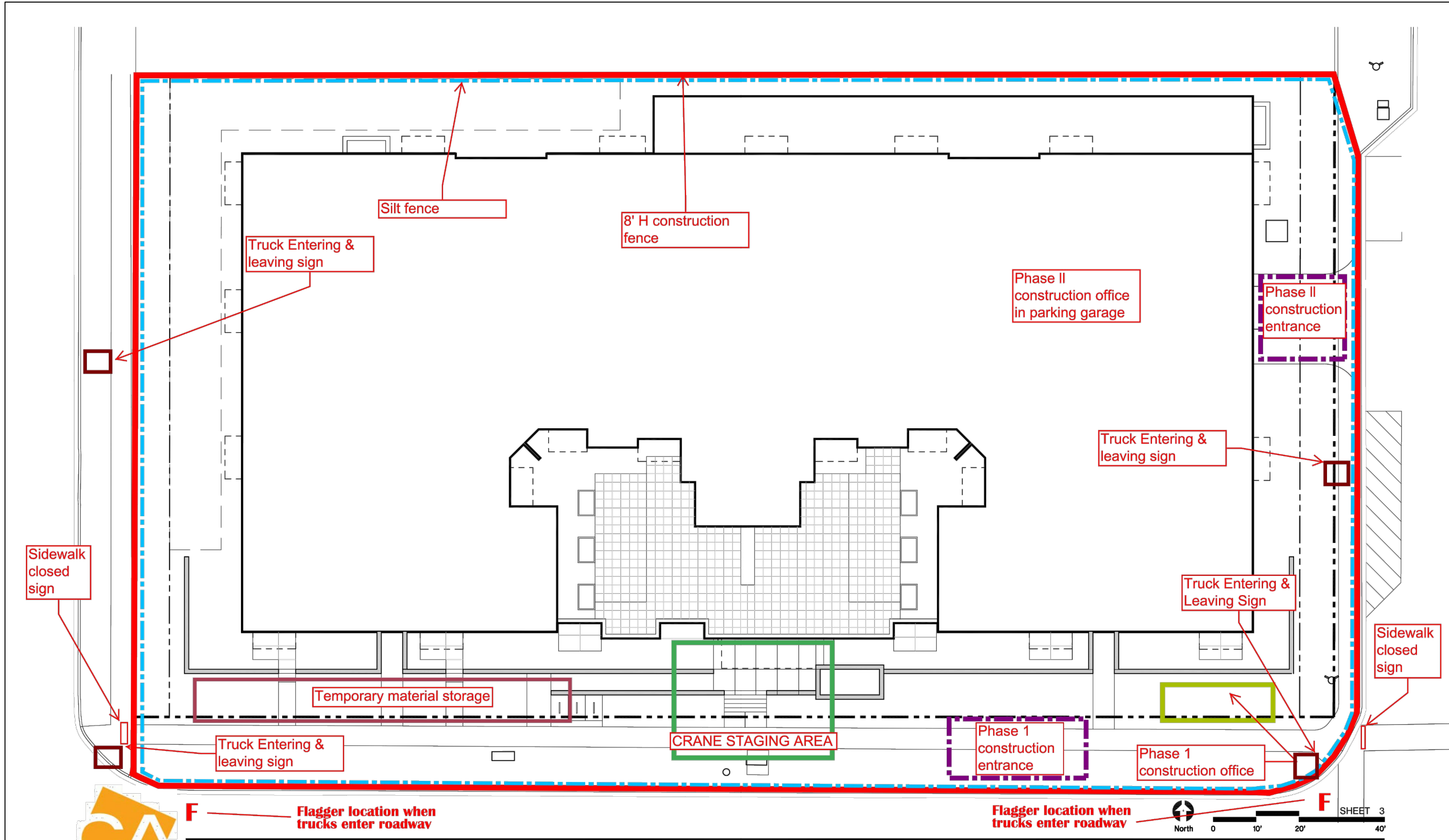
REVISIONS

| NO. | DATE       | DESCRIPTION |
|-----|------------|-------------|
| 01  | 09-08-2017 | FOR REVIEW  |
| 02  |            |             |
| 03  |            |             |
| 04  |            |             |
| 05  |            |             |

DWG. NO

SK-1





**F** — **Flagger location when trucks enter roadway**

Sigwalt Apartments  
Arlington Heights, IL

Site Plan

**F** — **Flagger location when trucks enter roadway**

North 0 10' 20' 40'

SHEET 3

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017

**HKMI**  
ARCHITECTS + PLANNERS, INC.

August 16, 2017

**SIGWALT APARTMENTS**  
**CA VENTURES**  
**ARLINGTON**  
**HEIGHTS, IL**

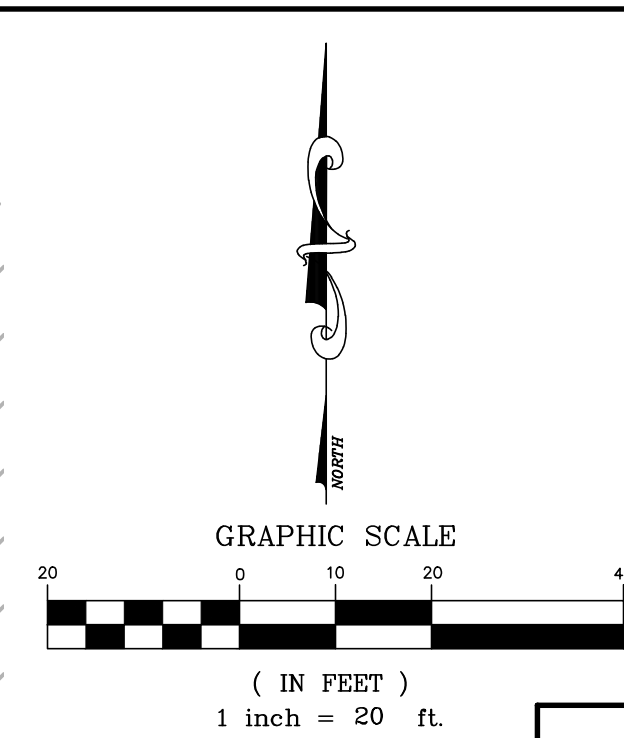
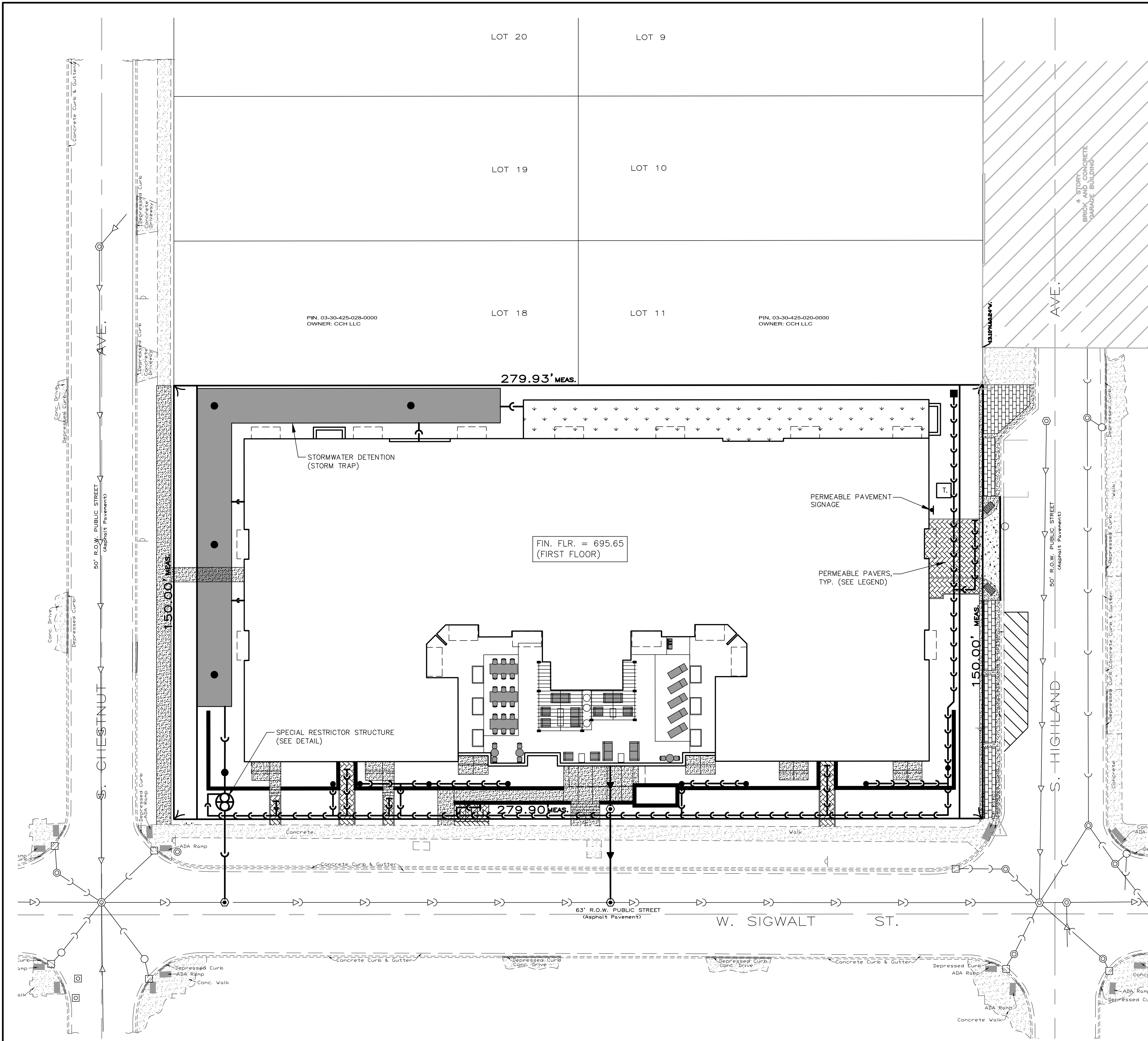
REVISIONS

| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
|     |             |      |
|     |             |      |
|     |             |      |
|     |             |      |
|     |             |      |

DWG. NO

SK-2





| SURFACE IMPROVEMENT LEGEND: |                                                                                                                                           |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
|                             | PERMEABLE PAVERS<br>SEE DETAIL                                                                                                            |
|                             | VILLAGE STANDARD BRICK PAVER<br>SEE DETAIL                                                                                                |
|                             | CONCRETE DRIVEWAY APRONS (GARAGE ENTRY)<br>8" - PCC PAVEMENT WITH 5"x4" No. 6 WELDED WIRE MESH<br>6" - AGGREGATE BASE COURSE CA-6, TYPE B |
|                             | CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE)<br>5" - PCC SIDEWALK<br>4" - AGGREGATE BASE COURSE TYPE B, CA-6                                |
|                             | EX. CURB AND GUTTER                                                                                                                       |
|                             | CURB AND GUTTER (86.12) SEE DETAIL SHEET                                                                                                  |
|                             | REVERSED PITCH CURB AND GUTTER                                                                                                            |
|                             | DEPRESSED CURB AND GUTTER                                                                                                                 |
|                             | ADA CURB RAMP WITH DETECTABLE WARNING                                                                                                     |

| SITE DATA:                                                       |                     |
|------------------------------------------------------------------|---------------------|
| EXISTING ZONING:<br>VC-PD (VILLAGE CENTER - PLANNED DEVELOPMENT) |                     |
| TOTAL PROPERTY SIZE AFTER DEDICATED ROW= 39,587 S.F. (0.909 AC)  |                     |
| PROPOSED SITE CONDITIONS:                                        |                     |
| IMPERVIOUS:                                                      |                     |
| PROPOSED BUILDING IMPERVIOUS FOOTPRINT                           | = 26,387 S.F.       |
| SIDEWALK/PATIO AREAS                                             | = 1,161 S.F.        |
| TOTAL IMPERVIOUS AREA                                            | = 27,548 S.F. (70%) |
| PERVIOUS:                                                        |                     |
| PROPOSED BUILDING GREENROOF FOOTPRINT                            | = 1,894 S.F.        |
| PERMEABLE PAVEMENT AREAS                                         | = 615 S.F.          |
| PROPOSED GREENSPACE                                              | = 9,530 S.F.        |
| TOTAL PERVIOUS AREA                                              | = 12,039 S.F. (30%) |

MAINTENANCE PLAN

THE OWNER OF THE SIGWALT STREET APARTMENTS, CLARK STREET HOLDINGS, L.L.C. WITH FACILITIES AS SHOWN ON THIS EXHIBIT (R), SHALL ASSUME RESPONSIBILITY FOR THE FOLLOWING PERPETUAL MAINTENANCE ACTIVITIES:

1. General
- Regular inspections and routine maintenance of general areas shall be performed on a monthly or as-needed basis. Specific items of concern include:
- Litter and debris shall be controlled
  - Landscaped areas shall be maintained with regular mowing and restored with appropriate seeding/vegetation as necessary
  - Accumulated sediment shall be disposed of properly, along with any wastes generated during maintenance operations
  - Riprap areas shall be repaired with the addition of new riprap, as necessary, of similar size and shape
  - Roads shall be swept, vacuumed and/or washed on a regular basis

2. Stormwater Management Facilities
- All components of the stormwater management facilities shall be checked monthly between March and November and maintained as necessary to ensure proper performance. It is critical that all inflows and outflows to the detention facility are clean and performing as designed. In addition, the design volume of the detention facility shall also be maintained. Inspections for the following specific items should be conducted monthly between March and November:

- Side Slopes/Embankment/Emergency Overflow Structure
- Inspect embankments for settlement and erosion
  - Remove woody growth from the embankment
  - Any breaks, hire Registered Professional Engineer for design resolution
  - Seed and sod any eroded areas
  - Signs of piping (leakage) or seepage, repair
  - Stabilize emergency overflow structure if erosion observed
  - Remove obstructions blocking emergency overflow spillway

- Vegetated Areas
- Regular mowing to control vegetation, no cutting of native vegetation
  - Need for planting, reseeding or sodding. Supplement alternative native vegetation if a significant portion has not established (50% of the surface area).
  - Re-seed with alternative grass species if original grass cover has not successfully established
  - Evidence of grazing, motorcycles or other vehicles, repair
  - Check for invasive vegetation, remove where possible
  - All vegetation must be maintained per the approved planting plan

- Outlet Control Structure
- Inspect restrictor and remove debris if clogged or discharge reduced
  - Remove accumulated sediment at outlet
  - Scour and erosion at outlet, repair and reseed
  - Any ice damage to outlet of pipe, repair if necessary
  - Condition of trash tracks, remove debris
  - Outlet channel conditions downstream

- Access for Maintenance Equipment
- Remove any obstructions placed in maintenance easements

- Safety Features
- Access controls to hazardous areas
  - Fences
  - Loose or damaged posts
  - Loose or broken wires
  - Condition of gates
  - Signs

- Detention Volume
- Inspect all stormwater detention facilities to ensure that the constructed volume for detention is maintained. No sediment, topsoil, or other dumping into the facility shall be allowed. Specific locations in the stormwater management system, designed to accumulate sediment, shall be dredged as necessary to prevent sediment from reaching the invert of any gravity outlet pipe.

3. Volume Control Facility
- Routine inspections and maintenance of volume control facilities shall be performed by the Owner on a yearly or as-needed basis. Specific items of concern include:

- Facility shall be inspected yearly using the monitoring well to verify the system is functioning properly.
- Surface of permeable pavement shall be cleaned with low-pressure power washer.
- Accumulated sediment from surface shall be vacuumed out and disposed of properly.
- Appropriate signage shall be repaired if damaged or illegible.

4. Stormwater Collection System
- The Owner shall perform monthly inspections of all components of the stormwater collection system. The monthly inspection shall occur between March and November and include the following specific areas of concern:

- Storm Inlets/Manholes
- Remove accumulated leaves and other debris from grates
  - Reset covers/lids on as-needed basis
  - Remove accumulated sediment from manhole bottom when 50% of sump is filled
- Storm Sewers/Culverts
- Visually inspect pipes by removing manhole lids, make repairs as necessary
  - Storm sewers and culverts shall be checked for siltation deposits at inlets, outlets, and within the conduit, clean out as necessary
  - Restore riprap at outfalls if erosion observed
  - Restore riprap at outfalls
  - Replant and reseed any eroded areas

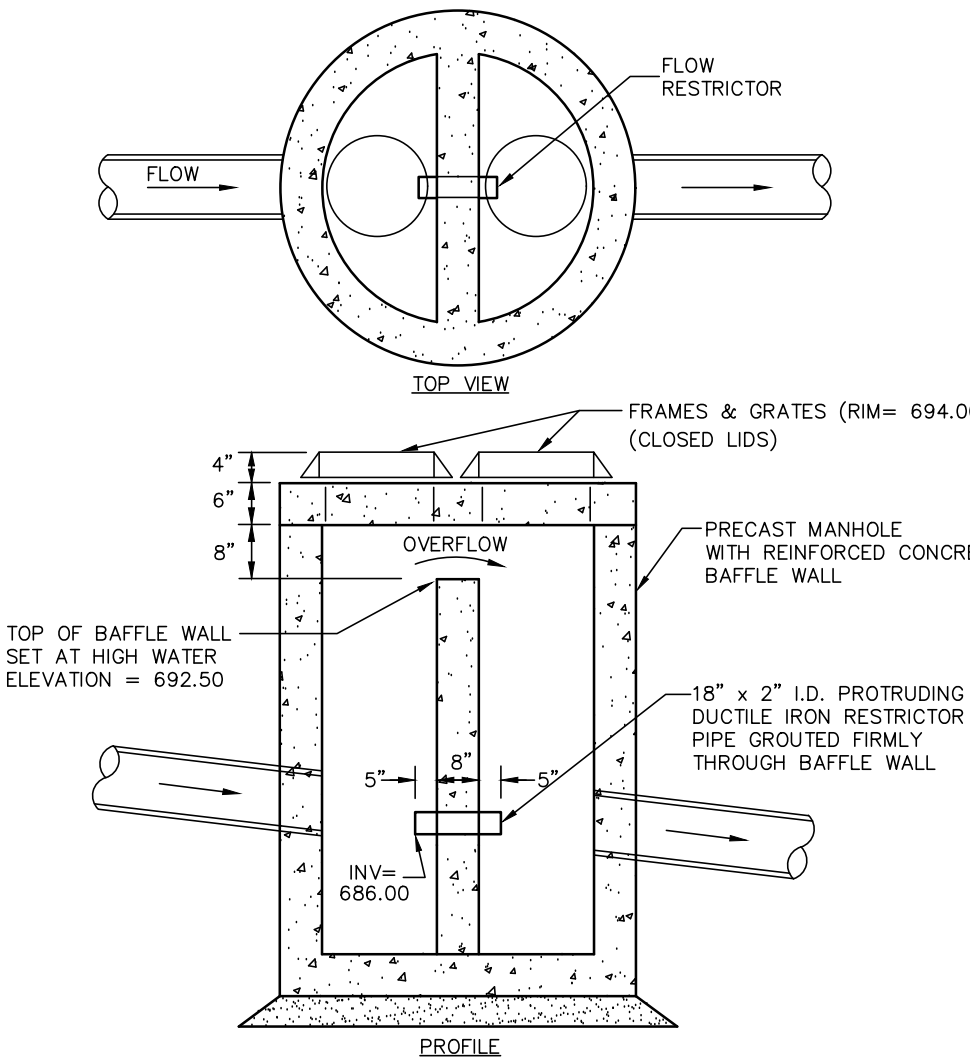
- Overland Flow Routes (Ditches/Swales)
- Annual visual inspections shall be performed that verify the design capacity of the overland flow routes is maintained. The slope and cross-sectional area of the ditch/swale shall be verified during this inspection.
  - Remove any obstructions that have been placed in the drainage path
  - Seed and sod any eroded areas
  - Restore riprap as necessary
  - Regrade to provide positive drainage as necessary
  - Regular mowing to control vegetation

5. Qualified Sewer Construction
- Perform manhole inspections once every five years, make repairs as necessary.
  - Perform sewer inspections once every five years, make repairs as necessary.
  - Perform regular cleaning so that each sewer segment is cleaned once every 5 years.
  - Remove any obstructions placed in maintenance easements that may impede maintenance equipment access.

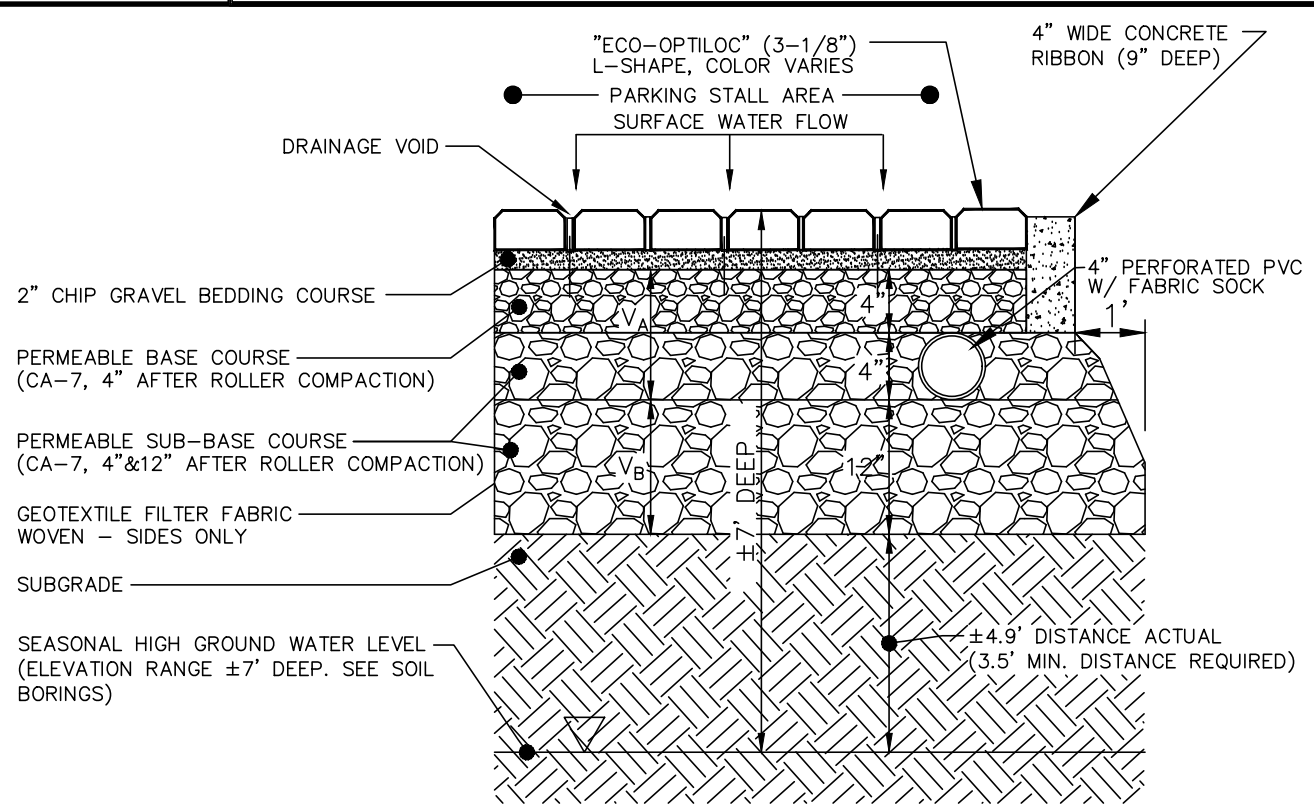
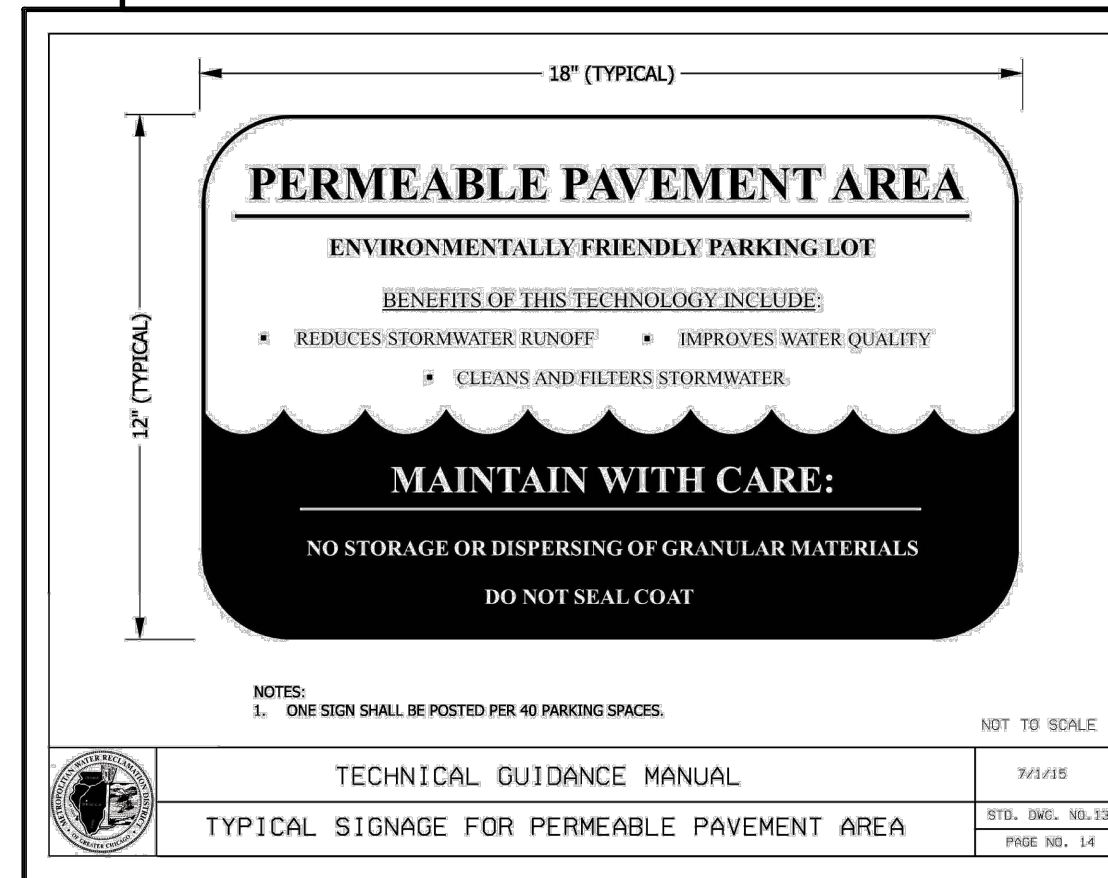
PROJECT SITE SUMMARY

PROPERTY LEGAL DESCRIPTION: SEE NOTE ON PLAN  
PROPERTY ADDRESS: 45 SOUTH CHESTNUT AVENUE, ARLINGTON HEIGHTS, IL  
PROPERTY INDEX NUMBER(S): SEE NOTE ON PLAN  
TOTAL CONTIGUOUS OWNERSHIP: 0.909 ACRES  
PROJECT AREA: 0.909 ACRES

| DETENTION AND VOLUME CONTROL SUMMARY |                        |                        |                  |
|--------------------------------------|------------------------|------------------------|------------------|
|                                      | UNLAW REQUIRED (AC-FT) | UNLAW REQUIRED (AC-FT) | PROVIDED (AC-FT) |
| VOLUME CONTROL                       | 0                      | 0.053                  | TBD              |
| DETENTION                            | 0.29                   | 0.0                    | 0.29             |



RESTRICTOR IN CATCH BASIN No. 25



PERMEABLE PAVER SECTION

- NOTES:
1. OFFSET A MINIMUM OF 10 FEET FROM FOUNDATIONS UNLESS WATERPROOFED, 20 FEET FROM SANITARY SEWERS, 20 FEET FROM ROADWAY GRAVEL SHOULDER AND 100 FEET FROM POTABLE WATER WELLS OR SEPTIC TANKS.
  2. AVOID INSTALLATION ON SLOPES GREATER THAN 1 TO 1 AND ABOVE COMPACTED FILL.
  3. WOVEN GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN APPARENT OPENING SIZE OF 0.50 MM.
  4. STONE STORAGE OPTIONS ARE CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
  5. MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.
  6. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. MAXIMUM OF 1 UNDERDRAIN PER 30 FEET. PROVIDE A SOIL REPORT DOCUMENTING NATIVE INFILTRATION RATE TO FOREGO UNDERDRAINS.
  7. MINIMUM UNDERDRAIN BEDDING OF TWO INCHES, MAXIMUM OF 12 INCHES.
  8. ONE OBSERVATION WELL REQUIRED PER 40,000 SQUARE FEET OF SURFACE AREA.
  9. FOLLOW THE REQUIRED PRETREATMENT MEASURES LISTED ON THE VOLUME CONTROL PRETREATMENT MEASURES DETAIL.
  10. MAINTENANCE REQUIREMENTS INCLUDE ANNUAL VACUUMING AND LOW-PRESSURE POWER WASHING OF PAVEMENT SURFACE. ADJACENT VEGETATED AREAS SHALL BE WELL MAINTAINED. BARE SPOTS AND ERODED AREAS SHALL BE REPLANTED AND STABILIZED IMMEDIATELY. DO NOT SEAL COAT.
  11. APPROPRIATE SIGNAGE REQUIRED FOR FACILITY, REFER TO THE SIGNAGE FOR PERMEABLE PAVEMENT DETAIL.

EXISTING PROPERTY DATA

ADDRESS: 37-45 S. CHESTNUT AVE, ARLINGTON HEIGHTS  
36-40 S. HIGHLAND AVE, ARLINGTON HEIGHTS

EXISTING ZONE:  
VC-PD (VILLAGE CENTER - PLANNED DEVELOPMENT)

TOTAL SITE AREA BEFORE DEDICATED ROW: 41,987 SF (0.964 AC)  
TOTAL SITE AREA AFTER DEDICATED ROW: 39,587 S.F. (0.909 AC)

PIN: 03-30-425-012-0000  
03-30-425-013-0000  
03-30-425-014-0000  
03-30-425-021-0000  
03-30-425-022-0000  
03-30-425-023-0000

LEGAL DESCRIPTION: LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

UTILITY LEGEND

|                            | EXISTING | PROPOSED |
|----------------------------|----------|----------|
| SANITARY MANHOLE           |          |          |
| STORM MANHOLE              |          |          |
| CATCH BASIN                |          |          |
| INLET                      |          |          |
| PRECAST FLARED END SECTION |          |          |
| SANITARY SEWER             |          |          |
| STORM SEWER                |          |          |

| REVISIONS |    |
|-----------|----|
| DATE      | BY |
|           |    |
|           |    |
|           |    |
|           |    |
|           |    |
|           |    |
|           |    |

SIGWALT STREET APARTMENTS  
ARLINGTON HEIGHTS, ILLINOIS  
EXHIBIT R - MAINTENANCE PLAN

975 E. 22nd St, Suite 400  
Wheaton, IL 60189  
630.480.7889  
www.rwg-engineering.com

Engineering, LLC  
Civil Engineering • Real Estate Consulting • Project Management



PROJECT NO. 29112716  
DATE 09/06/17  
SCALE 1"=20'  
PROJ. MGR. RWG  
PROJ. ASSOC. MRM  
DRAWN BY. ZRN

SHEET

1 OF 1



RWG ENGINEERING, LLC  
CIVIL ENGINEERING — REAL ESTATE CONSULTING — PROJECT MANAGEMENT  
ILLINOIS PROFESSIONAL DESIGN FIRM #184-006370  
LIMITATION OF WARRANTY OF ENGINEER'S  
INSTRUMENTS OF SERVICE

THE ENGINEER AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

## LEGEND

|                                    | EXISTING  | PROPOSED |
|------------------------------------|-----------|----------|
| SANITARY MANHOLE                   | ⊙         | ⊙        |
| STORM MANHOLE                      | ⊙         | ⊙        |
| CATCH BASIN                        | □         | ■        |
| INLET                              | □         | ■        |
| PRECAST FLARED END SECTION         | ▽         | ▽        |
| CONCRETE HEADWALL                  | ⌋         | ⌋        |
| VALVE VAULT                        | ⊗         | ⊗        |
| VALVE BOX                          | ⊗         | ⊗        |
| FIRE HYDRANT                       | ⊗         | ⊗        |
| BUFFALO BOX                        | ⊗         | ⊗        |
| CLEANOUT                           | ⊗         | ⊗        |
| SANITARY SEWER                     | —         | —        |
| FORCE MAIN                         | —         | —        |
| STORM SEWER                        | —         | —        |
| WATER MAIN                         | —         | —        |
| CONSTRUCT WATER MAIN UNDER SEWER   | —         | —        |
| GRANULAR TRENCH BACKFILL           | —         | —        |
| STREET LIGHT                       | —         | —        |
| ELECTRICAL CABLE                   | —         | —        |
| 2" CONDUIT ENCASEMENT              | —         | —        |
| ELECTRICAL TRANSFORMER OR PEDESTAL | —         | —        |
| POWER POLE                         | —         | —        |
| STREET SIGN                        | —         | —        |
| GAS MAIN                           | —         | —        |
| TELEPHONE LINE                     | —         | —        |
| CONTOUR                            | —         | —        |
| SPOT ELEVATION                     | X(750.00) | X750.00  |
| WETLANDS                           | —         | —        |
| FLOODWAY                           | —         | —        |
| FLOODPLAIN                         | —         | —        |
| HIGH WATER LEVEL (HWL)             | —         | —        |
| NORMAL WATER LEVEL (NWL)           | —         | —        |
| DIRECTION OF SURFACE FLOW          | —         | —        |
| DITCH OR SWALE                     | —         | —        |
| OVERFLOW RELIEF ROUTING            | —         | —        |
| SLOPE BANK                         | —         | —        |
| TREE WITH TRUNK SIZE               | —         | —        |
| SOIL BORING                        | —         | —        |
| TOPSOIL PROBE                      | —         | —        |
| FENCE LINE, WIRE OR SILT           | —         | —        |
| FENCE LINE, CHAIN LINK OR IRON     | —         | —        |
| FENCE LINE, WOOD OR PLASTIC        | —         | —        |
| CONCRETE SIDEWALK                  | —         | —        |
| CURB AND GUTTER                    | —         | —        |
| DEPRESSED CURB                     | —         | —        |
| REVERSE PITCH CURB & GUTTER        | —         | —        |
| EASEMENT LINE                      | —         | —        |

## ABBREVIATIONS

|       |                     |     |                                |
|-------|---------------------|-----|--------------------------------|
| BL    | BASE LINE           | NWL | NORMAL WATER LEVEL             |
| C     | LONG CHORD OF CURVE | PC  | POINT OF CURVATURE             |
| C & G | CURB AND GUTTER     | PT  | POINT OF TANGENCY              |
| CB    | CATCH BASIN         | PVI | POINT OF VERTICAL INTERSECTION |
| CL    | CENTERLINE          | R   | RADIUS                         |
| D     | DEGREE OF CURVE     | ROW | RIGHT-OF-WAY                   |
| EP    | EDGE OF PAVEMENT    | SAN | SANITARY SEWER                 |
| FF    | FINISHED FLOOR      | ST  | STORM SEWER                    |
| FG    | FINISHED GRADE      | T   | TANGENCY OF CURVE              |
| FL    | FLOW LINE           | TB  | TOP OF BANK                    |
| FP    | FLOODPLAIN          | TC  | TOP OF CURB                    |
| FR    | FRAME               | TF  | TOP OF FOUNDATION              |
| FW    | FLOODWAY            | TP  | TOP OF PIPE                    |
| HWL   | HIGH WATER LEVEL    | TS  | TOP OF SIDEWALK                |
| INV   | INVERT              | TW  | TOP OF WALK                    |
| L     | LENGTH OF CURVE     | WM  | WATER MAIN                     |
| MH    | MANHOLE             | Δ   | INTERSECTION ANGLE             |



Know what's below.  
Call before you dig.

Formerly JULIE 1-800-892-0123

## FINAL ENGINEERING PLANS

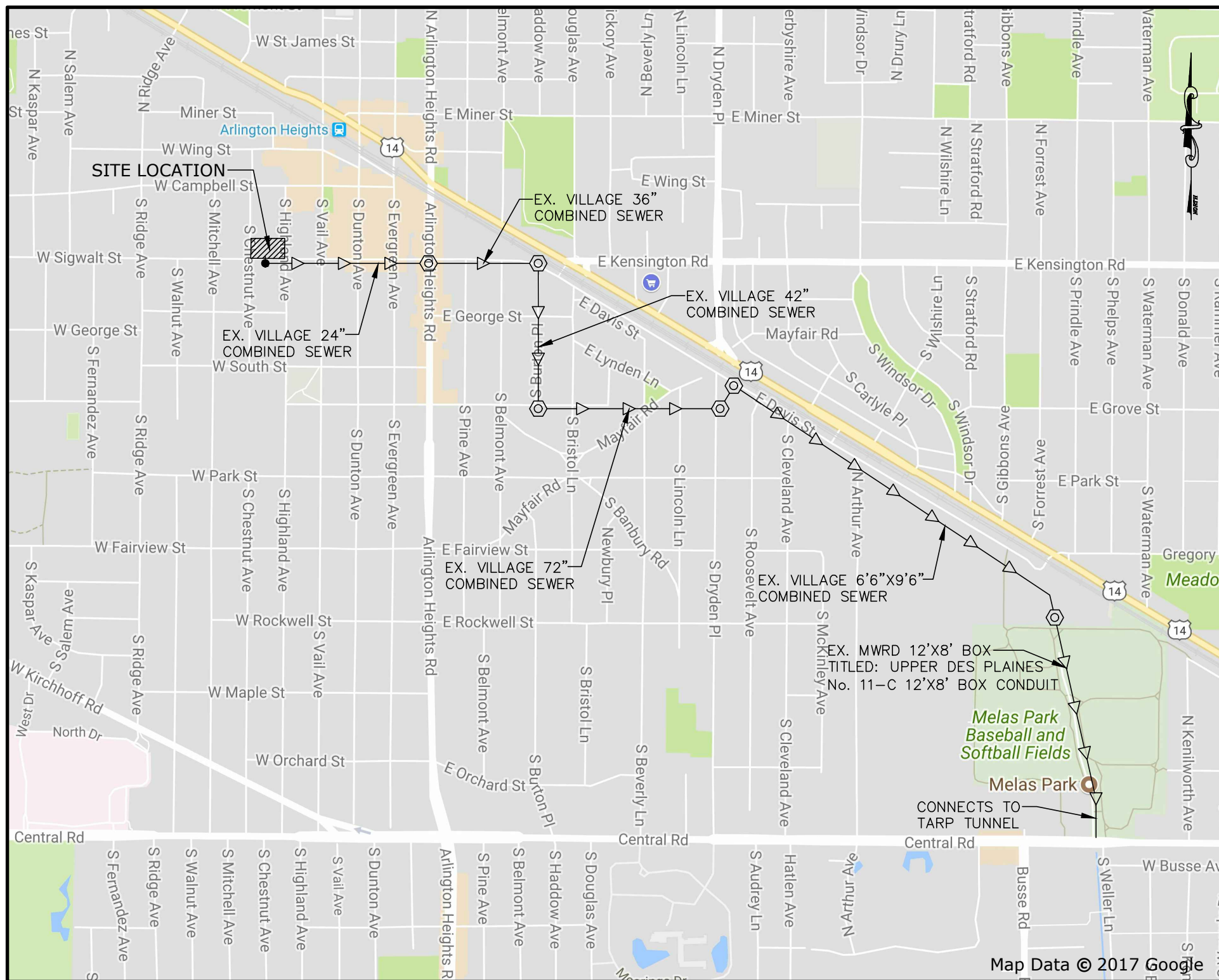
FOR

# SIGWALT STREET APARTMENTS

## 45 S. CHESTNUT AVE

### ARLINGTON HEIGHTS, ILLINOIS

## LOCATION MAP



## CONTACTS

VILLAGE OF ARLINGTON HEIGHTS  
Community Development: (847) 368-5200  
Address  
City, State ZIP

Public Works Department: (847) 368-5800  
222 N. Ridge Ave.  
Arlington Heights, IL 60005

JULIE  
Underground Utility Locations  
1-800-892-0123  
811

## GENERAL NOTES

- The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction:
  - Village of Arlington Heights Public Works Department (847-368-5800)
- The contractor shall notify all utility companies and arrange for their facilities to be located prior to work in any easement, right-of-way, or suspected utility location. Repair of any damage to existing facilities shall be the responsibility of the contractor. Utility locations shown herein are for graphic illustration only and are not to be relied upon.
- Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
- Elevations shown herein reflect NAVD 1988 datum.
- The boundary and topographic survey data for this project is based on a field survey prepared by Professional Associated Survey, Inc., dated February 13, 2017. The contractor shall verify existing conditions prior to commencing construction and shall immediately notify the engineer in writing of any differing conditions.
- RWG Engineering, LLC, it's employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site. Neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
- Except where modified by the contract documents, all work proposed hereon shall be in accordance with the following specifications, which are hereby made a part hereof:
  - "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T. latest edition.
  - "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
  - "Illinois Recommended Standards for Sewage Works," as published by the I.E.P.A., latest edition.
  - The subdivision and development codes and standards of the Village of Arlington Heights, as published by the Municipality.
  - "Illinois Accessibility Code" as published by the State of Illinois Capital Development Board, effective April 24, 1997.
  - The National Electric Code.
  - "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
- The Village of Arlington Heights Development Ordinance shall take precedence if a conflict in project specifications occurs.

PLANS PREPARED FOR

**CA VENTURES**

130 E. RANDOLPH STREET SUITE 2100

CHICAGO, ILLINOIS 60601

(312) 800-5370

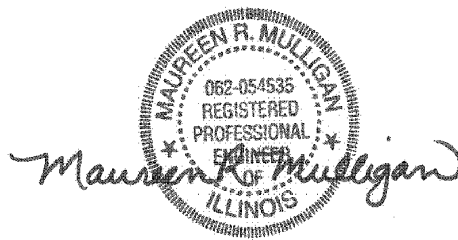
## INDEX OF SHEETS

- TITLE SHEET
- EXISTING CONDITIONS AND DEMOLITION PLAN
- SITE GEOMETRIC AND PAVING PLAN
- SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN
- GRADING PLAN
- UTILITY PLAN
- PROJECT NOTES AND SPECIFICATIONS
- CONSTRUCTION DETAILS AND STANDARDS
- CONSTRUCTION DETAILS AND STANDARDS

NOTE:  
COORDINATES AT LOT CORNERS SHOWN HEREON ARE REFERENCED TO ILLINOIS STATE PLANE SYSTEM COORDINATES, EAST ZONE. ESTABLISHED THROUGH VRS TRIMBLE NETWORK.

NORTHWEST CORNER:  
N 1972496.8772, E 1078414.4342  
SOUTHWEST CORNER:  
N 1972346.8773, E 1078414.2808  
NORTHEAST CORNER:  
N 1972496.8590, E 1078678.3594  
SOUTHEAST CORNER:  
N 1972346.8592, E 1078678.1808

"TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS PROJECT, OR, THAT IF DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS APPROVED FOR USE BY THE VILLAGE, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTIES BECAUSE OF THE CONSTRUCTION OF THIS PROJECT."



EXPIRATION DATE: 11/30/17

*Maureen R. Mulligan*

REGISTERED PROFESSIONAL ENGINEER

## BENCHMARKS

### SOURCE BENCHMARK:

ALTA/NSPS LAND TITLE SURVEY PROVIDED BY PROFESSIONALS ASSOCIATED SURVEY, INC.  
7100 N. TRIP AVENUE, LINCOLNWOOD, IL. 60712

### SITE BENCHMARK:

FIRE HYDRANT ON N.W. CORNER OF SIGWALT STREET AND S. HIGHLAND AVENUE. N.W. BOLT ON FIRE HYDRANT ELEV.= 692.99



EXPIRATION DATE: 11/30/17

SIGWALT STREET APARTMENTS  
ARLINGTON HEIGHTS, ILLINOIS  
TITLE SHEET

975 E. 22nd St, Suite 400  
Wheaton, IL 60189  
630-480-7889  
www.rwg-engineering.com

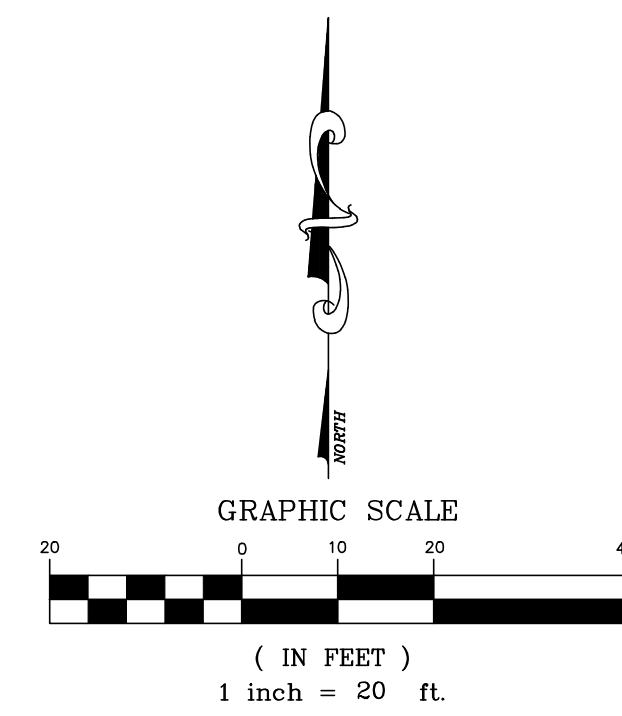
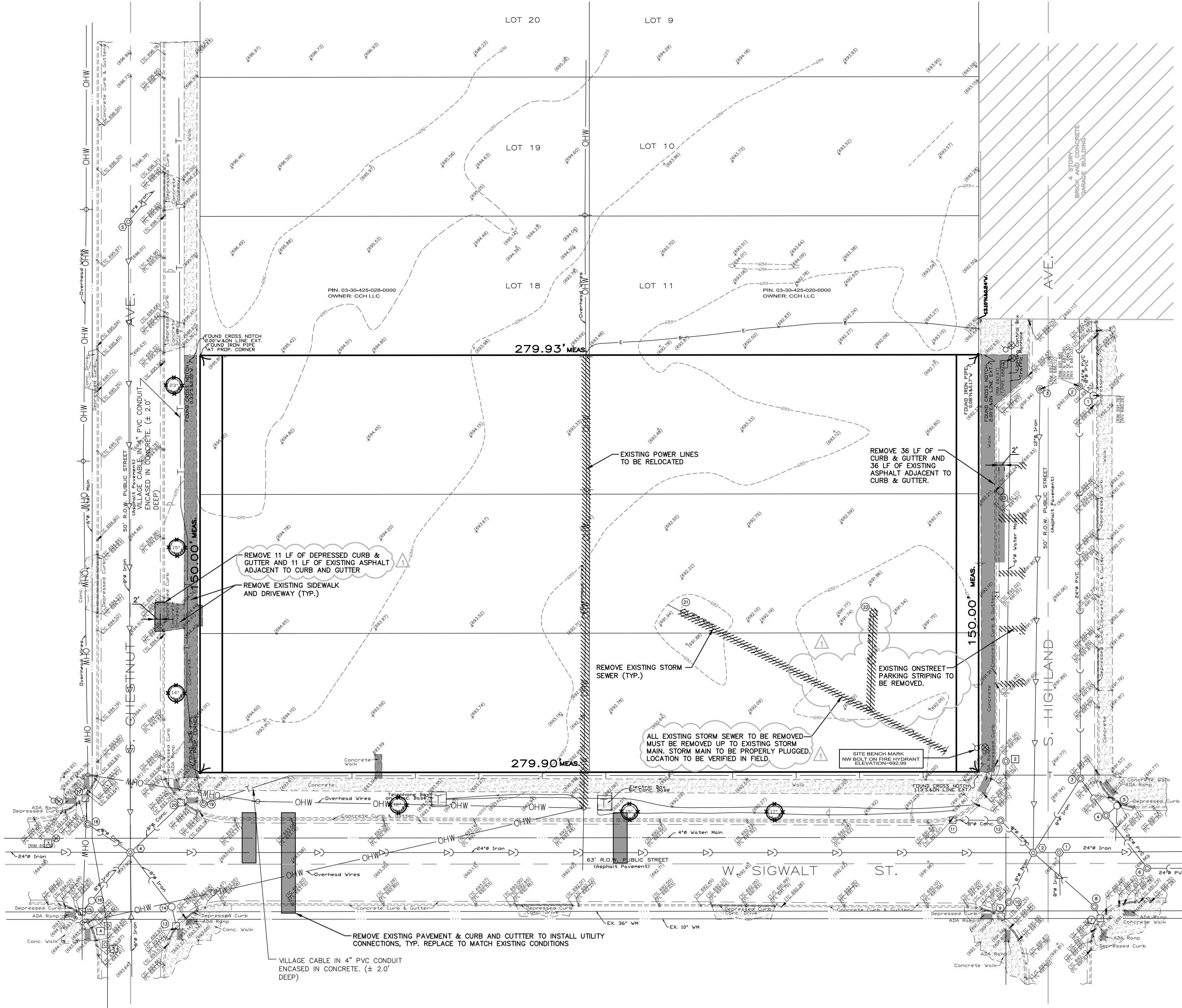
**RWG**  
**Engineering, LLC**  
Civil Engineering • Real Estate Consulting • Project Management

PROJECT NO. 29112716  
DATE 07/10/17  
SCALE NONE  
PROJ. MGR. RWG  
PROJ. ASSOC. MRM  
DRAWN BY ZRN

SHEET

1 OF 9





**SURVEY NOTE**  
THE INFORMATION SHOWN HEREON IS BASED ON A BOUNDARY AND TOPOGRAPHIC SURVEY DONE BY PROFESSIONALS ASSOCIATED SURVEY, INC. ORDER NO. 17-91627, DATED 02/13/17

**ABBREVIATIONS LEGEND (IN ADDITION TO TITLE SHEET LEGEND)**  
EX = EXISTING  
PR = PROPOSED  
BC = BACK OF CURB  
FC = FACE OF CURB  
EP = EDGE OF PAVEMENT  
PL = PROPERTY LINE  
FB = FACE OF BUILDING  
EC = EDGE OF CONCRETE  
RW = RETAINING WALL  
ROW = RIGHT OF WAY  
BC/BC = BACK OF CURB TO BACK OF CURB  
SW = SIDEWALK  
R = RADIUS  
(TYP) = TYPICAL

**EXISTING PROPERTY DATA**  
ADDRESS: 37-45 S. CHESTNUT AVE, ARLINGTON HEIGHTS  
36-40 S. HIGHLAND AVE, ARLINGTON HEIGHTS  
EXISTING ZONE: VC-PD (VILLAGE CENTER - PLANNED DEVELOPMENT)  
TOTAL SITE AREA BEFORE DEDICATED ROW: 41,987 SF (0.964 AC)  
TOTAL SITE AREA AFTER DEDICATED ROW: 39,587 S.F. (0.909 AC)  
PIN: 03-30-425-012-0000  
03-30-425-013-0000  
03-30-425-014-0000  
03-30-425-021-0000  
03-30-425-022-0000  
03-30-425-023-0000  
LEGAL DESCRIPTION: LOTS 12, 13, 14, 15, 16 AND 17 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

|                                                                                                    |                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2 SANITARY STRUCTURE NUMBER                                                                        |                                                                                                                                                                                                                    |
| 11 STORM STRUCTURE NUMBER                                                                          |                                                                                                                                                                                                                    |
| 5 WATERMAIN STRUCTURE NUMBER                                                                       |                                                                                                                                                                                                                    |
| EXISTING UTILITY STRUCTURE SCHEDULE                                                                |                                                                                                                                                                                                                    |
| SANITARY SEWER STRUCTURES                                                                          |                                                                                                                                                                                                                    |
| 1 EX SAN M.H.<br>RIM= 691.91<br>INV= 684.56 (8" S)<br>INV= 684.26 (24" W)<br>INV= 684.21 (24" E)   | 2 EX SAN M.H.<br>RIM= 691.94<br>INV= 686.99 (8" NE)<br>INV= 687.04 (8" SE)<br>INV= 688.49 (8" SW)<br>INV= 686.84 (8" NW)<br>INV= 684.39 (24" W)<br>INV= 684.29 (24" E)                                             |
| 3 EX SAN M.H.<br>RIM= 692.02<br>INV= 686.12 (12" S)                                                | 4 EX SAN M.H.<br>RIM= 693.95<br>INV= 689.85 (8" SE)<br>INV= 685.75 (8" S)<br>INV= 689.43 (8" SW)<br>INV= 689.55 (8" NW)<br>INV= 687.25 (8" N)<br>INV= 690.00 (8" NE)<br>INV= 685.60 (24" W)<br>INV= 685.40 (24" E) |
| 5 EX SAN M.H.<br>RIM= 696.21<br>INV= 690.76 (8" NE)<br>INV= 688.73 (8" S)                          |                                                                                                                                                                                                                    |
| STORM SEWER STRUCTURES                                                                             |                                                                                                                                                                                                                    |
| 1 EX STM C.B.<br>RIM= 691.76<br>INV= 690.26 (8" NW)                                                | 2 EX STM M.H.<br>RIM= 691.88<br>INV= 687.08 (24" N)<br>INV= 689.30 (8" E)<br>INV= 687.03 (24" S)                                                                                                                   |
| 3 EX STM M.H.<br>RIM= 691.49<br>INV= 686.67 (24" SE)<br>INV= 686.09 (8" SW)<br>INV= 686.59 (24" N) | 4 EX STM M.H.<br>RIM= 691.33<br>INV= 686.73 (24" NW)<br>INV= 686.53 (24" SE)                                                                                                                                       |
| 5 EX STM C.B.<br>RIM= 691.07<br>INV= 688.97 (24" SW)<br>INV= 688.91 (24" S)                        | 6 EX STM M.H.<br>RIM= 691.53<br>INV= 687.03 (24" E)<br>INV= 686.83 (24" NW)                                                                                                                                        |
| 7 EX STM INLET<br>RIM= 691.26<br>INV= 688.40 (8" NW)                                               | 8 EX STM M.H.<br>RIM= 691.55<br>INV= 688.50 (8" SE)<br>INV= 688.30 (8" NW)                                                                                                                                         |
| 9 EX STM INLET<br>RIM= 691.34<br>INV= 688.54 (8" NE)                                               | 10 EX STM M.H.<br>RIM= 691.48<br>INV= 688.51 (8" NE)                                                                                                                                                               |
| 11 EX STM INLET<br>RIM= 690.97<br>INV= 688.27 (8" E)                                               | 12 EX STM M.H.<br>RIM= 691.48<br>INV= 688.03 (8" W,SE)                                                                                                                                                             |
| 13 EX STM INLET<br>RIM= 692.87<br>INV= 689.97 (8" N)                                               | 14 EX STM C.B.<br>RIM= 693.24<br>INV= 690.04 (8" SE)<br>INV= 689.84 (8" NW)                                                                                                                                        |
| 15 EX STM INLET<br>RIM= 693.28<br>INV= 690.48 (8" NE)                                              | 16 EX STM C.B.<br>RIM= 693.50<br>INV= 690.40 (8" SW)<br>INV= 690.20 (8" NE)                                                                                                                                        |
| 17 EX STM INLET<br>RIM= 693.30<br>INV= 691.05 (8" S)                                               | 18 EX STM M.H.<br>RIM= 693.68<br>WATER FILLED<br>T/WATER= 690.03                                                                                                                                                   |
| 19 EX STM M.H.<br>RIM= 693.70                                                                      | 20 EX STM INLET<br>RIM= 693.44<br>END OF PIPE SEALED                                                                                                                                                               |
| 21 EX STM C.B.<br>RIM= 691.68<br>UNABLE TO OPEN<br>INV= 688.88 (8" SE)                             | 22 EX STM C.B.<br>RIM= 691.50<br>UNABLE TO OPEN<br>INV= 688.85 (8" S)                                                                                                                                              |
| 23 EX STM C.B.<br>RIM= 691.52<br>WATER FILLED<br>T/WATER= 687.67                                   |                                                                                                                                                                                                                    |
| WATERMAIN STRUCTURES                                                                               |                                                                                                                                                                                                                    |
| 1 EX VALVE VAULT<br>RIM= 692.67<br>T/P= 688.02                                                     | 2 EX WATER M.H.<br>RIM= 691.18<br>WATER FILLED<br>T/WATER= 689.18                                                                                                                                                  |
| 3 EX VALVE VAULT<br>RIM= 693.91                                                                    | 4 EX CLEANOUT<br>RIM= 693.53<br>T/P= 688.38                                                                                                                                                                        |
| 5 EX CLEANOUT<br>RIM= 693.55<br>T/P= 688.35                                                        |                                                                                                                                                                                                                    |

- DEMOLITION LEGEND**
- REMOVE EXISTING PAVEMENT/SIDEWALK/STRUCTURE/C&G (INCL SAWCUT)
  - TREE/BUSH/STRUCTURE REMOVAL
  - REMOVE EXISTING UTILITY LINE
  - TREE PROTECTION FENCE
- DEMOLITION NOTES:**
- EROSION CONTROL INSTALLATION SHALL BE DONE PRIOR TO COMMENCEMENT OF ANY DEMOLITION ACTIVITY
  - EXISTING ELECTRICAL AND PHONE CABLES MAY BE LOCATED WITHIN THE PROPOSED IMPROVEMENT AREA. APPROXIMATE KNOWN LOCATIONS ARE SHOWN HEREON. THE CONTRACTOR SHALL ARRANGE FOR PRECISE LOCATION OF EXISTING CABLE SERVICES AND EXERCISE EXTREME CARE WHEN WORKING AROUND THE SAME.
  - ALL STRUCTURAL PAVEMENT MATERIALS (ASPHALT, CONCRETE SIDEWALK, CURB/GUTTER) THAT CANNOT BE CRUSHED TO AN APPROVED IDOT SPECIFICATION FOR USE AS STRUCTURAL FILL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN OFFSITE LOCATION. RE-USE OF MILLED ASPHALT AND PROPERLY CRUSHED CONCRETE AS STRUCTURAL FILL IS ACCEPTABLE AND ENCOURAGED.
  - THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO EXISTING AMENITIES SCHEDULED TO REMAIN. PROPER SAWCUTTING SHALL BE ACCOMPLISHED AT ALL POINTS OF CONNECTION OR INTERFACE BETWEEN EXISTING AND PROPOSED IMPROVEMENTS.
  - CONTRACTOR SHALL BE RESPONSIBLE TO HAVE ALL UNDERGROUND UTILITIES (EVEN IF NOT SHOWN ON THESE PLANS) LOCATED PRIOR TO DEMOLITION WORK. SANITARY SERVICE, WATERMAIN SERVICE, GAS, ELECTRIC, ETC SHALL BE CUT-OFF. CONTRACTOR TO COORDINATE WITH RESPECTIVE MUNICIPAL AGENCY TO ARRANGE FOR DISCONNECT.
  - CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO EXISTING UTILITIES, STREET LIGHTS, SIGNS, ETC. THAT ARE NOT INTENDED TO BE PERMANENTLY REMOVED.
  - CONTRACTOR SHALL NOTIFY THE PUBLIC WORKS DEPARTMENT, ALL UTILITY COMPANIES, AND THE FIRE DEPARTMENT PRIOR TO START-UP.
  - ON-SITE DISTURBED AREAS TO REMAIN AS GREENSPACE SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SEED, OR RESTORED IN ACCORDANCE WITH THE LANDSCAPE PLAN (SEE BY OTHERS).
  - DISTURBED AREAS OF PUBLIC PARKWAYS SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SEED.
  - ALL EXISTING DRIVEWAY APRONS SHALL BE SAWCUT ALONG WITH REMOVAL OF ANY EXISTING DEPRESSED CURB AND GUTTER, AND NEW BARRIER CURB AND GUTTER (SIZED TO MEET EXISTING ADJACENT CONDITIONS) SHALL BE INSTALLED AND DOWELED INTO THE EXISTING ADJOINING CURB AND GUTTER.
  - UTILITY LINES SCHEDULED FOR REMOVAL SHALL BE PROPERLY DISCONNECTED FROM FACILITIES THAT ARE TO REMAIN, SECURELY PLUGGED AT ALL CONNECTION POINTS, AND EITHER REMOVED OR FILLED WITH FLOWABLE FILL (LEAN CONCRETE MIXTURE) AND ABANDONED IN PLACE (REMOVE IF LOCATED UNDER NEW BUILDING PAD AREAS). IN THE CASE OF STRUCTURE ABANDONMENT, CASTINGS AND TOP SLABS AND CONE SECTIONS SHALL BE REMOVED PRIOR TO FILLING THE STRUCTURE (UNLESS THE STRUCTURE IS EASIER TO COMPLETELY REMOVE).

SIGNALT STREET APARTMENTS

ARLINGTON HEIGHTS, ILLINOIS

EXISTING CONDITIONS AND DEMOLITION PLAN

975 E. 22nd St, Suite 400  
Wheaton, IL 60189  
630.480.7889  
www.rwg-engineering.com

RWG

Engineering, LLC

Civil Engineering • Real Estate Consulting • Project Management

PROJECT NO. 29112716

DATE 07/10/17

SCALE 1"=20'

PROJ. MGR. RWG

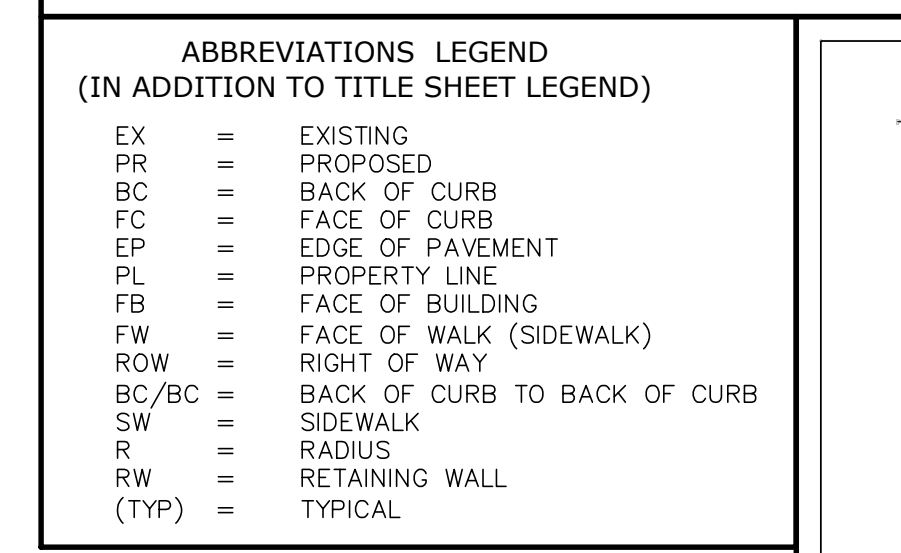
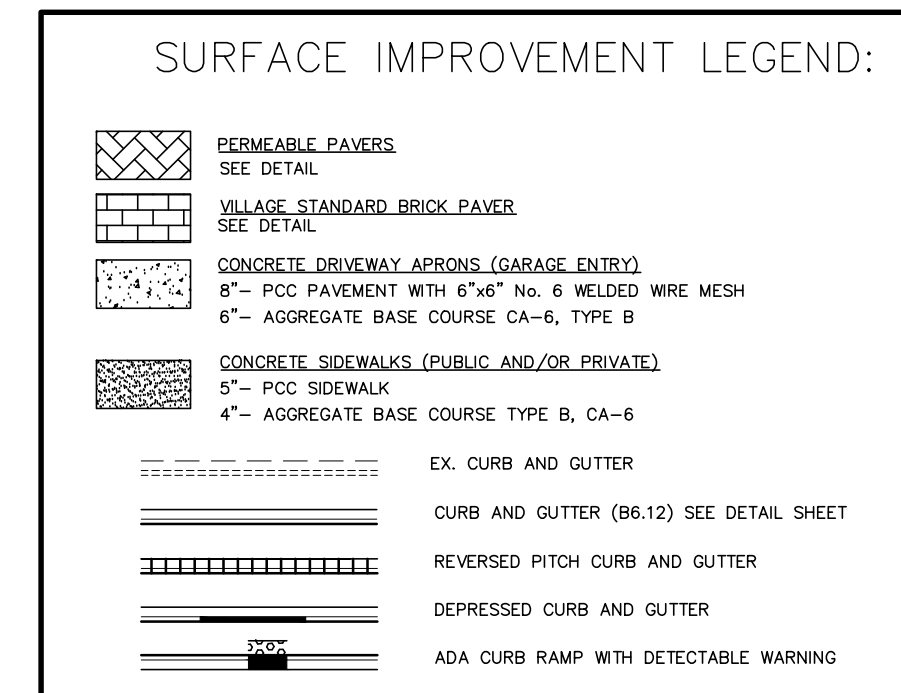
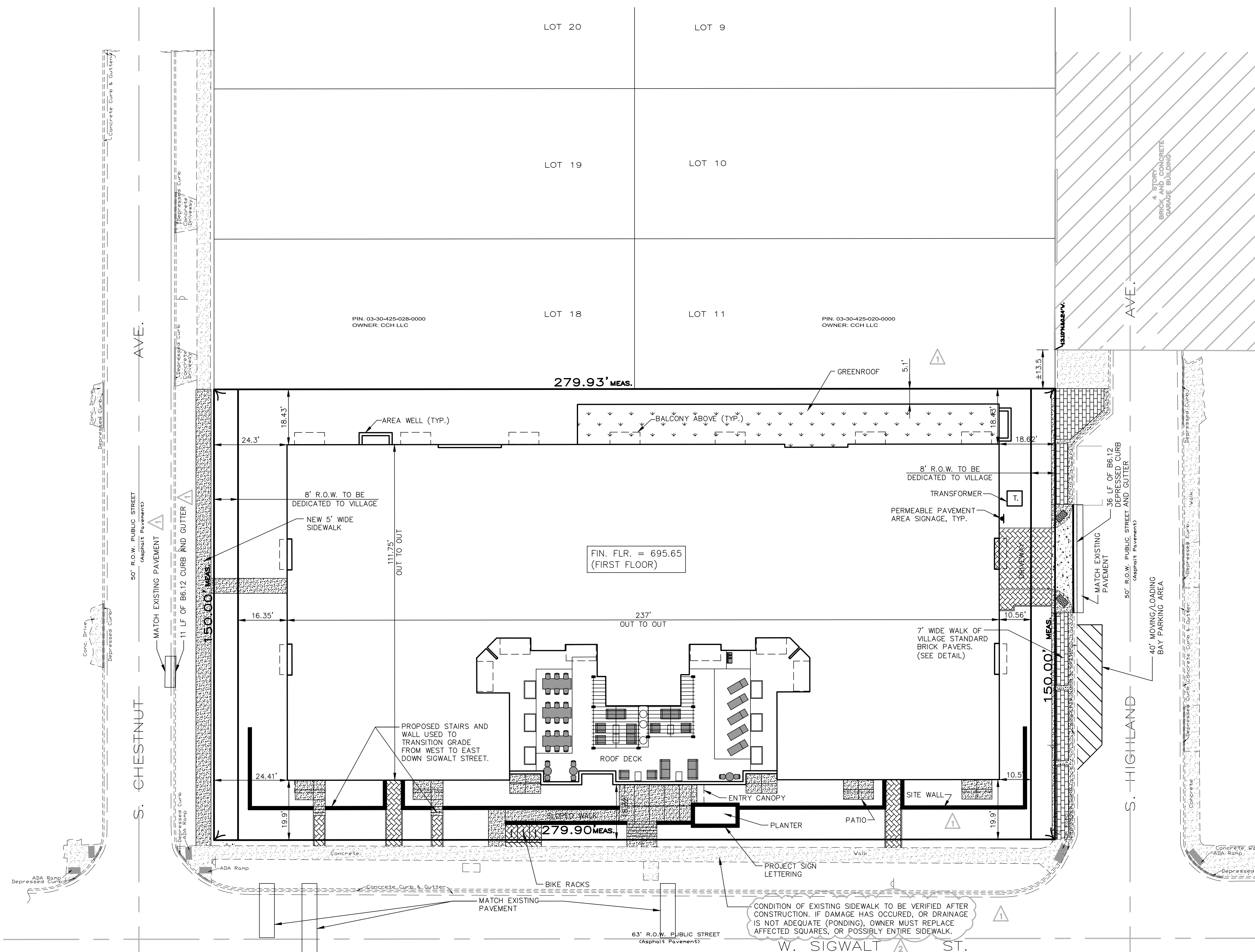
PROJ. ASSOC. MRM

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SHEET 2 OF 9

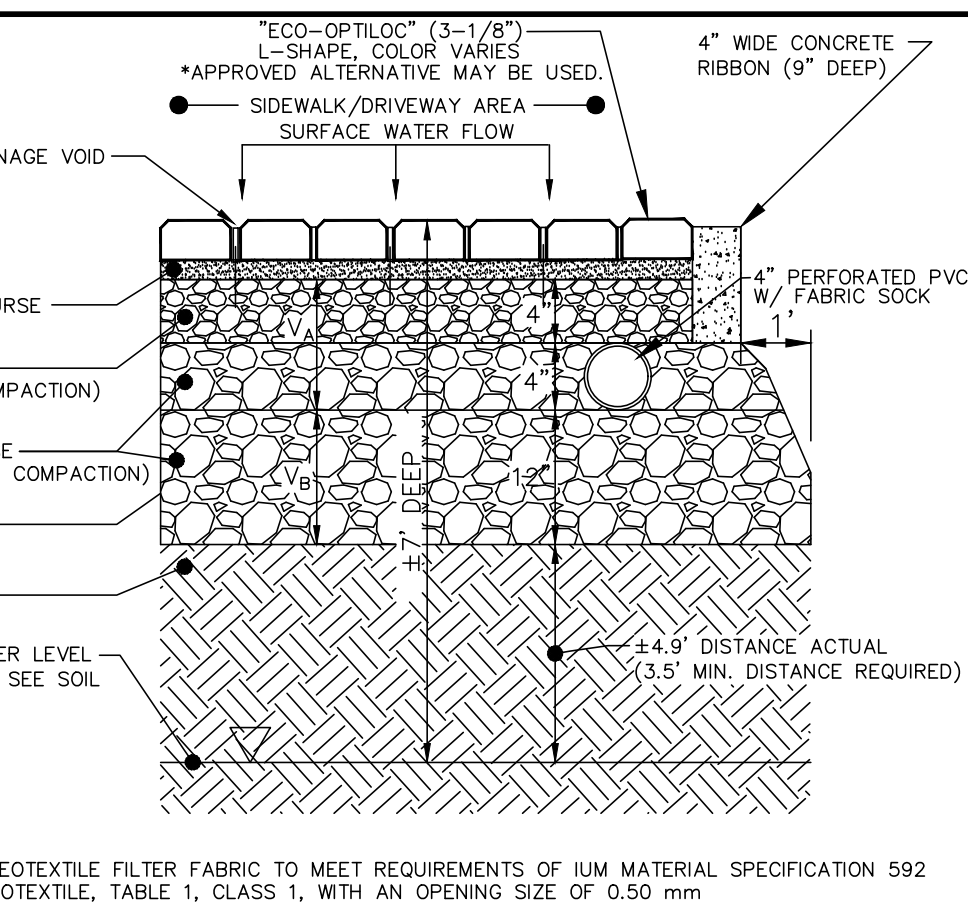
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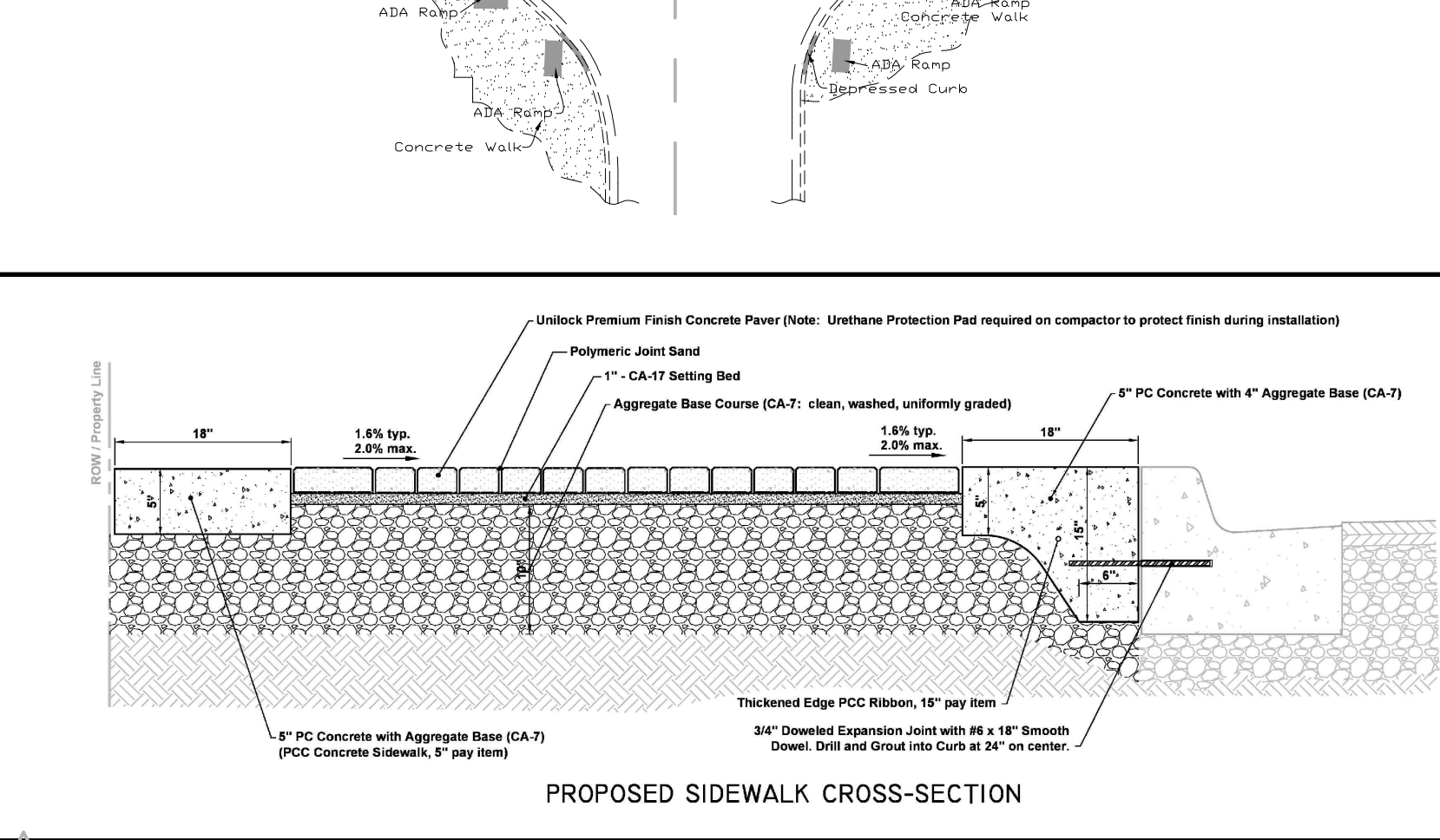
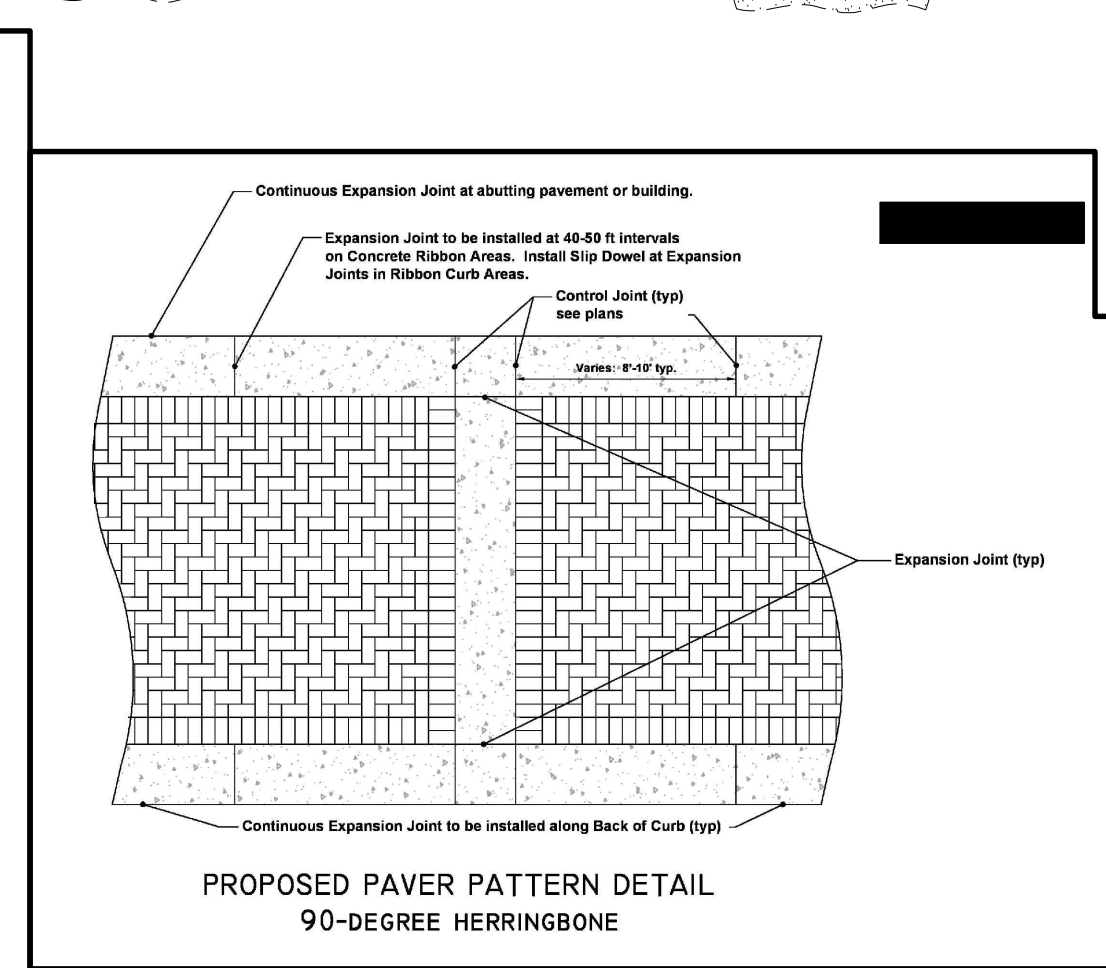


| SITE DATA:                                                      |                     |
|-----------------------------------------------------------------|---------------------|
| EXISTING ZONING:                                                |                     |
| VC-PD (VILLAGE CENTER - PLANNED DEVELOPMENT)                    |                     |
| TOTAL PROPERTY SIZE AFTER DEDICATED ROW= 39,587 S.F. (0.909 AC) |                     |
| PROPOSED SITE CONDITIONS:                                       |                     |
| IMPERVIOUS:                                                     |                     |
| PROPOSED BUILDING IMPERVIOUS FOOTPRINT                          | = 26,387 S.F.       |
| SIDEWALK/PATIO AREAS                                            | = 1,161 S.F.        |
| TOTAL IMPERVIOUS AREA                                           | = 27,548 S.F. (70%) |
| PERVIOUS:                                                       |                     |
| PROPOSED BUILDING GREENROOF FOOTPRINT                           | = 1,894 S.F.        |
| PERMEABLE PAVEMENT AREAS                                        | = 615 S.F.          |
| PROPOSED GREENSPACE                                             | = 9,530 S.F.        |
| TOTAL PERVIOUS AREA                                             | = 12,039 S.F. (30%) |

- SITE GEOMETRIC AND PAVING NOTES:**
- SIDEWALK RAMPS WITH DETECTABLE WARNING AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
  - UNLESS OTHERWISE NOTED ON THE PLAN, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
  - UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER.
  - UNLESS OTHERWISE NOTED, ALL CURB RADI ARE 4' TO BACK OF CURB.
  - ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY PROFESSIONAL ASSOCIATED SURVEY, INC. AND DATED 02/13/17.
  - BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
  - IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY - REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
  - THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
  - UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON AND ON SIGNAGE AND STRIPING PLAN. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
  - PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED. SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 1" INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.
  - ALL ROADWAY PATCHES SHALL HAVE SURFACE ASPHALT LAYER EXTEND 2.0' BEYOND EDGE OF TRENCH.
  - ANY STAIRWAYS LEADING TO PUBLIC SIDEWALK SHALL NOT AFFECT THE ADA COMPLIANCE OF THE PUBLIC WALK.



- PERMEABLE PAVER SECTION**
- NOTES:
- OFFSET A MINIMUM OF 10 FEET FROM FOUNDATIONS UNLESS WATERPROOFED, 20 FEET FROM SANITARY SEWERS, 20 FEET FROM ROADWAY GRAVEL SHOULDER AND 100 FEET FROM ROTABLE WATER WELLS OR SEPTIC TANKS.
  - AVOID INSTALLATION ON SLOPES GREATER THAN 1:1 AND ABOVE COMPACTED FILL.
  - WOVEN GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1, CLASS 1, WITH AN APPARENT OPENING SIZE OF 0.50 MM.
  - STONE STORAGE OPTIONS ARE CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
  - MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.
  - UNDERDRAINS ARE REQUIRED IN TYPICAL CLAY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. MAXIMUM OF 1 UNDERDRAIN PER 30 FEET. PROVIDE A SOIL REPORT DOCUMENTING NATIVE INFILTRATION RATE FOR FORECAST UNDERDRAINS.
  - MINIMUM UNDERDRAIN BEDDING OF TWO INCHES, MAXIMUM OF 12 INCHES.
  - ONE OBSERVATION WELL REQUIRED PER 40,000 SQUARE FEET OF SURFACE AREA.
  - FOLLOW THE REQUIRED PRETREATMENT MEASURES LISTED ON THE VOLUME CONTROL PRETREATMENT MEASURES DETAIL.
  - MAINTENANCE REQUIREMENTS INCLUDE ANNUAL VACUUMING AND LOW-PRESSURE POWER WASHING OF PAVEMENT SURFACE. ADJACENT VEGETATED AREAS SHALL BE WELL-MAINTAINED. BARE SPOTS AND ERODED AREAS SHALL BE REPLANTED AND STABILIZED IMMEDIATELY. DO NOT SEALCOAT.
  - APPROPRIATE SIGNAGE REQUIRED FOR FACILITY, REFER TO THE SIGNAGE FOR PERMEABLE PAVEMENT DETAIL.



**VILLAGE OF ARLINGTON HEIGHTS SIDEWALK REQUIREMENTS**

**REINFORCEMENT**

No welded wire fabric is allowed to be placed in any sidewalk in the Village right-of-way or any sidewalk to be maintained by the Village. Where sidewalk crosses over a utility conduit, two #4 reinforcing bars shall be placed vertically within sidewalk and extend a minimum of 6 feet beyond either side of the utility crossing.

**FORMS**

Side forms shall be lumber with a nominal thickness of 2 inches and a depth equal to the sidewalk thickness specified or at least with equal depth. Side forms shall not be allowed. Side forms shall be used sectionally in place by stakes or braced, within top edges of the forms true to grade. The forms shall be kept coated with release oil during placement.

**FORM REMOVAL AND BACKFILL**

Unless otherwise approved by the Director of Engineering, all forms shall remain undisturbed for a minimum of 24 hours after the concrete has been placed, and be removed within 48 hours. Upon the removal of the forms, the Contractor shall have seven calendar days to backfill between the side of the sidewalk and the ground using top soil. The Contractor is responsible for maintaining proper backfill until work has been placed.

**EXPANSION JOINTS**

Expansion joints shall consist of precast joint filler, 1/2 inch thick. The top of the expansion joint shall be placed 1/4 inch below the surface of the sidewalk, and extend to the full depth of the walk. Expansion joints shall be spaced a maximum of 50 feet and shall also be placed between the sidewalk and all structures, such as light standards, manholes, etc., which extend through the sidewalk.

When the sidewalk is constructed adjacent to pavement or curb heating expansion joints, the expansion joints in the sidewalk shall be placed opposite the existing expansion joints as nearly as practicable. Expansion joints shall also be placed where the sidewalk abuts existing sidewalks, between concrete driveway pavement and sidewalk, and between sidewalk and curbs where the sidewalk abuts a curb.

Slip Dowels are to be installed at all expansion joint locations within concrete ribbon areas.

**PLACING, FINISHING, PROTECTION AND CURING**

The concrete sidewalk shall be placed and finished in accordance with Article 424.02 of the Standard Specifications for Road and Bridge Construction.

All exposed concrete surfaces shall be protected against damage by rain or other natural causes. The Contractor shall be responsible for protecting the concrete against weather until the concrete is set and cured.

The concrete shall be cured for a minimum period of three days after placement as described in Article 720.13 of the Standard Specifications for Road and Bridge Construction.

PROJECT NO. 29112716

DATE 07/10/17

SCALE 1"=20'

PROJ. MGR. RWG

PROJ. ASSOC. MRM

DRAWN BY ZRN

SHEET 3 OF 9

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REVISIONS

| NO. | DATE     | DESCRIPTION       |
|-----|----------|-------------------|
| 1.  | 08/16/17 | VILLAGE REVISIONS |
| 2.  | 09/06/17 | VILLAGE REVISIONS |

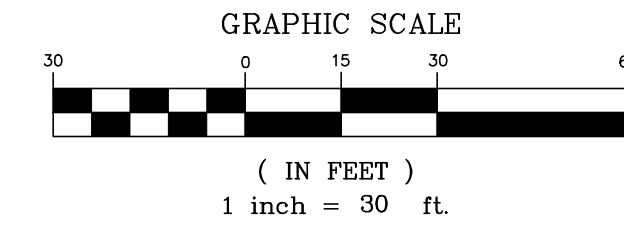
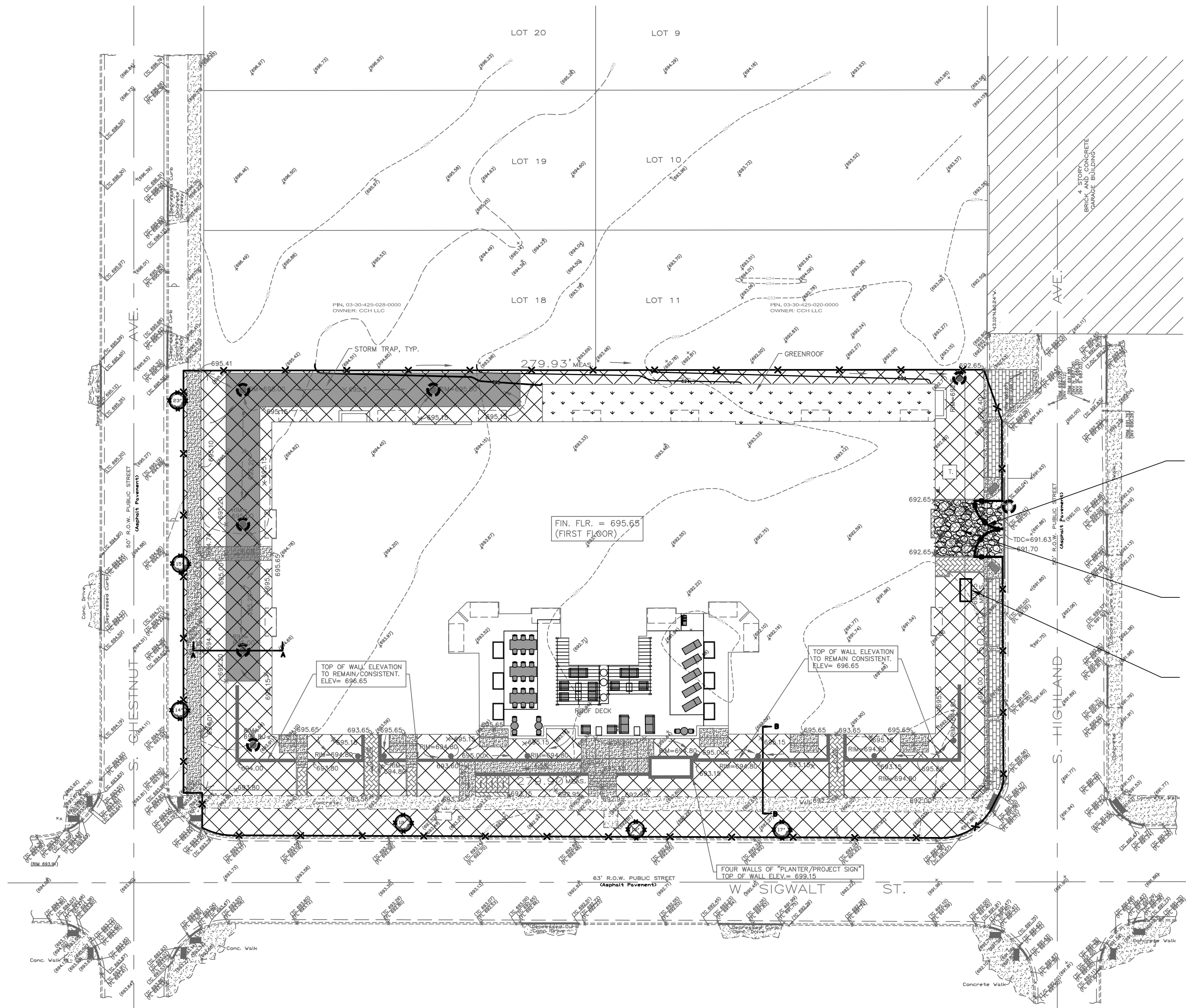
DATE 08/16/17

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DESIGNED BY TLM

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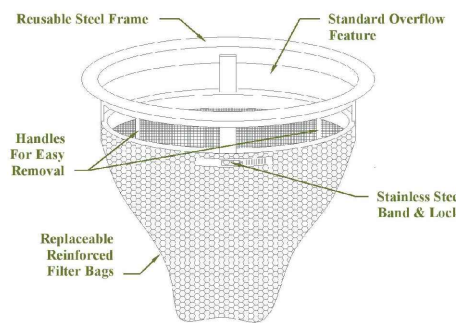




CATCH-ALL

Inlet Protection Device

Catch-All is a storm drain system inlet protection device designed to filter most construction site pollutants from stormwater runoff before they enter the drain system. Custom fitted to meet virtually any structure and inlet casting/grate combination, the sturdy metal frame fits under the grate without appreciably changing the grate height - no concerns for street cleaning and plowing crews. The durable frame is reusable - project after project. The filter bag has two layers: a high flow, small pore-opening, non-woven geotextile liner layer, supported by a strong, polyester net outer layer. A stainless band with a worm spring clamp secures the reusable, replaceable filter bag to the lower frame ring. Unique and critically important, the two-ring frame design provides an overflow capacity greater than the grate flow rate, all but eliminating any potential for a water back-up and site flooding condition, even with a fully loaded filter.



- Low initial cost for reusable metal frame, filter bag with integral band
- Easy to install and maintain
- Filter bags are replaceable
- Overflow capacity exceeds grate inlet flow rate
- Minimum 2 cubic feet of pollutant storage capacity
- Initial filtration down to 75 microns, with a flow rate of 145 gal/min/ft

| Property        | Test Method | Units    | MAV    |
|-----------------|-------------|----------|--------|
| Grab Tensile    | ASTM D-4632 | lbs      | 100    |
| Grab Elongation | ASTM D-4632 | %        | 50     |
| Trap Tear       | ASTM D-4533 | lbs      | 45     |
| Puncture        | ASTM D-4533 | lbs      | 65     |
| Mullen Burst    | ASTM D-3706 | psi      | 225    |
| Permeability    | ASTM D-4491 | sec/ft   | 2.0    |
| Water Flow      | ASTM D-4491 | gpm/ft   | 145    |
| ADS             | ASTM D-4751 | U.S. Std | 70     |
| UV Resistance   | ASTM D-4355 | %/hrs    | 70/500 |

The information presented herein is, to the best of our knowledge, true and accurate. No warranty of guarantee, expressed or implied, is made regarding the performance of any product, since the manner of use and handling are beyond the control of Hanes Geo Components. Nothing contained herein is to be construed as permission or as a recommendation to infringe on a patent.

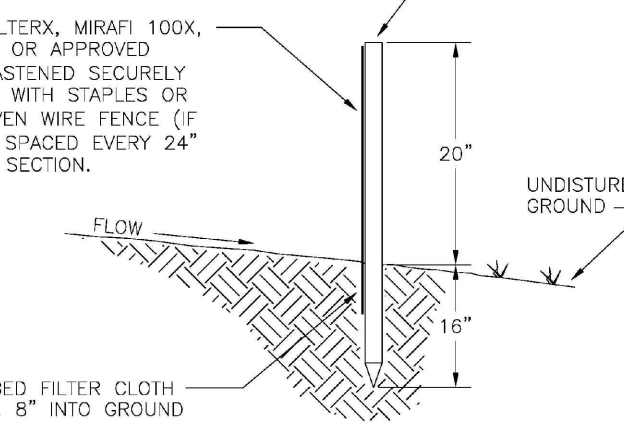
Metro Grand Rapids, MI 25185 West Street, Wyoming, MI 48398-3526 Tel: 800.748.8239

Metro Detroit, MI 25185 West Street, Wyoming, MI 48398-3526 Tel: 800.748.8239

SPECIAL CONCRETE WASHOUT NOTE:  
CONCRETE WASHOUT SHALL BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHALL NOT BE ALLOWED TO ENTER STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ALL WASTE SHALL BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHALL BE DESIGNATED WITH PROPER SIGNAGE (SEE PLAN).

SILT FENCE

2"x2"x36" FENCE POSTS 10' O/C WITH WOVEN WIRE FENCE (14 1/2 GAGE MIN. MAX. 6" MESH SPACING) OR 5' O/C WITHOUT WIRE FENCE.



SILT FENCE SHALL BE INSTALLED AND INSPECTED BY HANOVER PARK ENGINEERING DEPARTMENT PERSONNEL PRIOR TO ANY OTHER CONSTRUCTION

WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" AND FOLDED.

TOPSOIL STOCKPILES SHALL HAVE DIVERSION DITCHES PLACED AROUND THEM WITH A SILT TRAP BUILT AT THE LOW POINT OF THE DITCHES

SILT FENCE TO BE PROVIDED AROUND ENTIRE PERIMETER OF ALL WETLAND AREAS PRIOR TO MASS EARTHWORK START.

MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN SILT FENCE.

SOIL EROSION CONTROL CONSTRUCTION SCHEDULE:

- INSTALL SEDIMENT CONTROL MEASURES
- INLET BASKETS/BARRIER FILTERS
- SITE DEMOLITION WORK
- SAWOUT/REMOVE PAVEMENT/SIDEWALKS/CURBS/CONCRETE SLABS
- INSTALL BUILDING FOUNDATION/WALLS
- INSTALL CANOPY UNDERDRAIN SYSTEM & OUTFALL SEWER
- PREPARE SUBGRADE FOR BLDG FLOOR SLAB & PAVT AREAS
- INSTALL BASE COURSE MATERIALS
- INSTALL NEW CURB/SIDEWALK/CANOPY CONCRETE SLABS
- INSTALL NEW ASPHALT PAVEMENT
- REPAIR & SEAL/CAULK EXISTING ASPHALT PAVEMENT & RE-STRIPE
- PERMANENT VEGETATIVE STABILIZATION OF DISTURBED GREENSPACE
- SPREAD TOPSOIL IN NEW SLAND MULCH/SEED AS SPECIFIED
- CLEANUP/RESTORATION
- REMOVE INLET BASKETS/BARRIER FILTERS

SESC INSPECTION SCHEDULE:

- DIVERSION AND STRUCTURAL MEASURES - WILL BE INSPECTED AT 7 DAY INTERVALS AND AFTER EVERY 1/2" RAIN.
- SEDIMENT BASINS AND PONDS - WILL BE CHECKED AFTER EACH MAJOR PHASE OF THE DEVELOPMENT FOR SEDIMENT ACCUMULATION.
- VEGETATIVE PLANTINGS - SPRING PLANTINGS WILL BE CHECKED DURING SUMMER OR EARLY FALL.
- REPAIRS - ANY EROSION CONTROL MEASURES, STRUCTURAL MEASURES OR OTHER RELATED ITEMS IN NEED OF REPAIR WILL BE MADE WITHIN 15 DAYS, OR EARLIER IF POSSIBLE BASE ON FIELD CONDITIONS.
- MOVING - DRAINAGEWAYS, DITCHES AND OTHER AREAS THAT SUPPORT A DESIGNATED FLOW OF WATER WILL BE MOWED REGULARLY TO MAINTAIN THAT FLOW.
- FERTILIZATION - SEEDED AREAS WHERE THE SEED HAS NOT PRODUCED A GOOD COVER WILL BE INSPECTED AND FERTILIZED IF NECESSARY.

SOIL EROSION AND SEDIMENT CONTROL NOTES:

- VEGETATIVE AND STRUCTURAL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH SPECIFICATIONS AS OUTLINED IN THE "ILLINOIS URBAN MANUAL."
- EROSION CONTROL MEASURES SHALL BE MAINTAINED AND FUNCTIONAL THROUGHOUT THE CONSTRUCTION PROJECT (MAINTENANCE AND/OR REPLACEMENT COST IS INCIDENTAL).
- EROSION CONTROL MEASURES SHALL BE INSTALLED IN STRICT COMPLIANCE WITH CONSTRUCTION SEQUENCE (SEE SCHEDULE).
- ALL SITE RUNOFF SHALL BE ROUTED THROUGH TRAPS AND SILTATION CONTROL DEVICES PRIOR TO DISCHARGE DOWNSTREAM/OFFSITE.
- INLET PROTECTION FILTER BASKETS SHALL BE INSTALLED UNDER THE GRATING OF EACH DRAINAGE STRUCTURE.
- ALL DEWATERING OPERATIONS SHALL BE DISCHARGED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DISCHARGE DIRECTLY INTO FIELD TILE OR STORM SEWER IS PROHIBITED.
- DUST CONTROL SHALL BE PERFORMED ON A DAILY BASIS USING EQUIPMENT SPECIFICALLY DESIGNED FOR THAT PURPOSE.
- SEDIMENT REACHING A PUBLIC ROAD SHALL BE REMOVED ON A DAILY BASIS.
- LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF ANY CUTTER OR DRAINAGE DITCH SHALL BE REMOVED ON A DAILY BASIS.
- THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AT LEAST ONCE EVERY SEVEN (7) DAYS AND WITHIN 24 HOURS AFTER A STORM EVENT OF 0.5 INCHES OR GREATER (OR THE EQUIVALENT SNOWFALL). REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE IMMEDIATE.
- ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN THIRTY (30) DAYS OF FINAL SITE STABILIZATION.

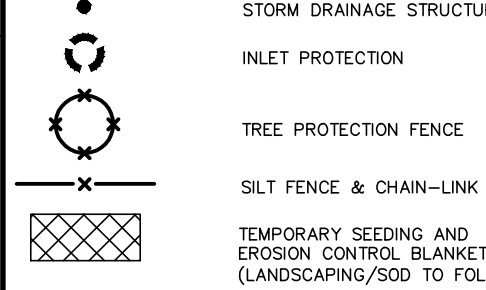
EROSION BLANKET PLAN

EROSION BLANKET PLAN

STABILIZED CONSTRUCTION ENTRANCE PLAN

STABILIZED CONSTRUCTION ENTRANCE PLAN

EROSION CONTROL LEGEND

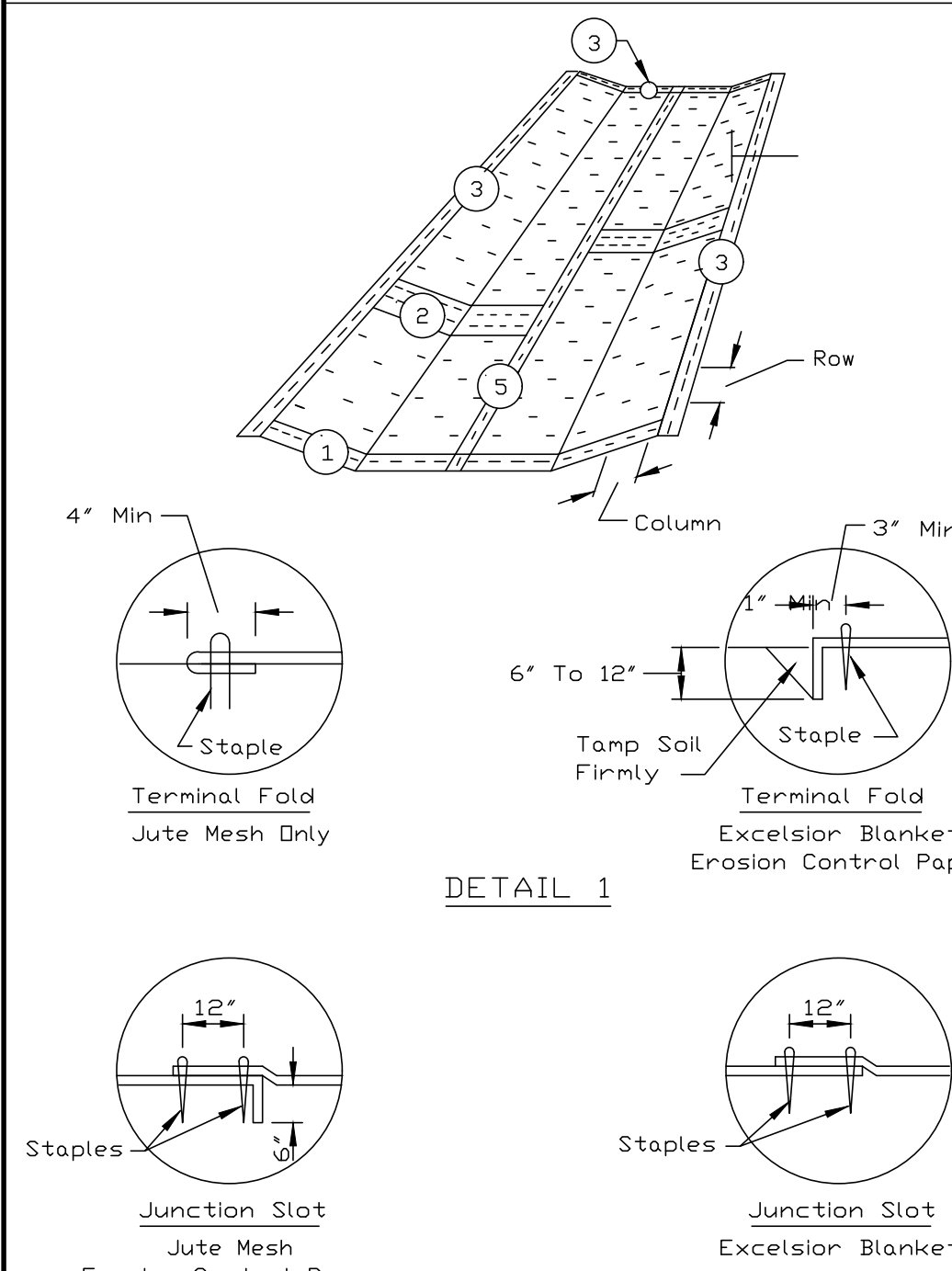


PLAN ABBREVIATION LEGEND (IN ADDITION TO TITLE SHEET)

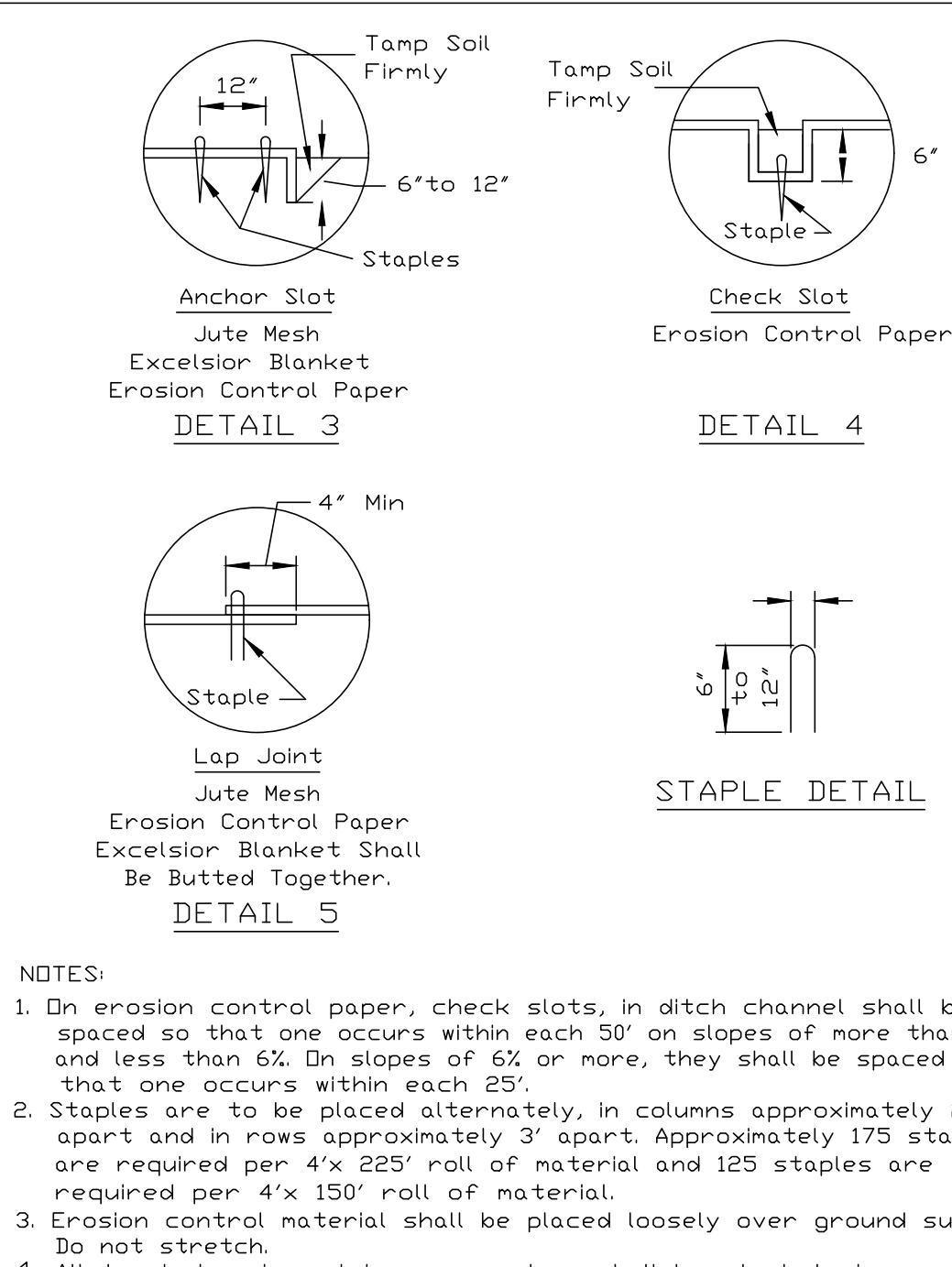
- P = PAVEMENT
- R = RIM (OR RADIUS)
- TC = TOP OF CURB
- SW = WALK (OR TOP OF WALK)
- FF = FINISHED FLOOR
- EP = EDGE OF PAVEMENT
- FL = FLOW LINE
- TW = TOP OF WALL ELEV
- BW = BOTTOM OF WALL (GRADE) ELEV
- TDC = TOP OF DEPRESSED CURB



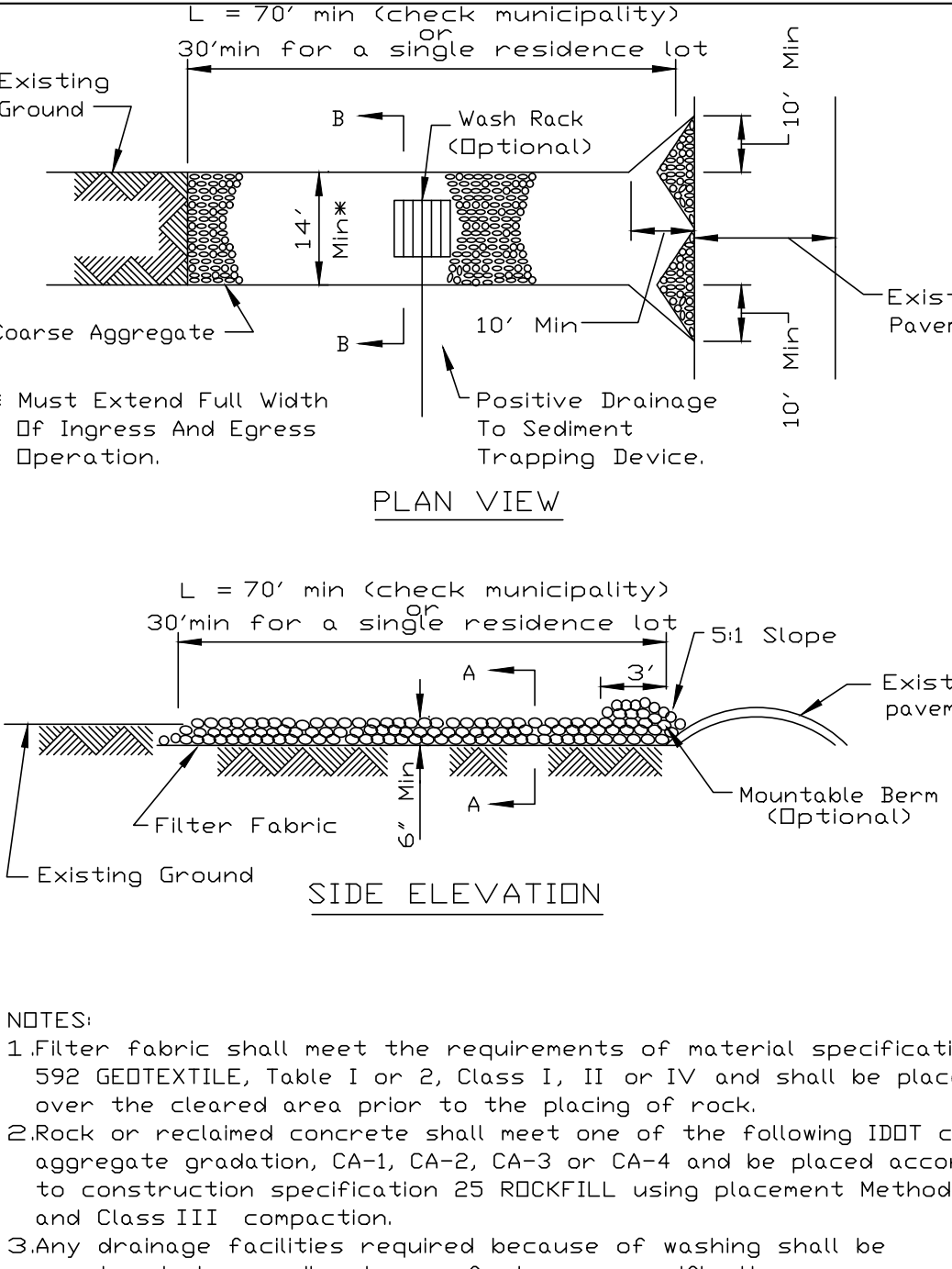
MBL Recycling Concrete Washouts - 7 Cubic Yards



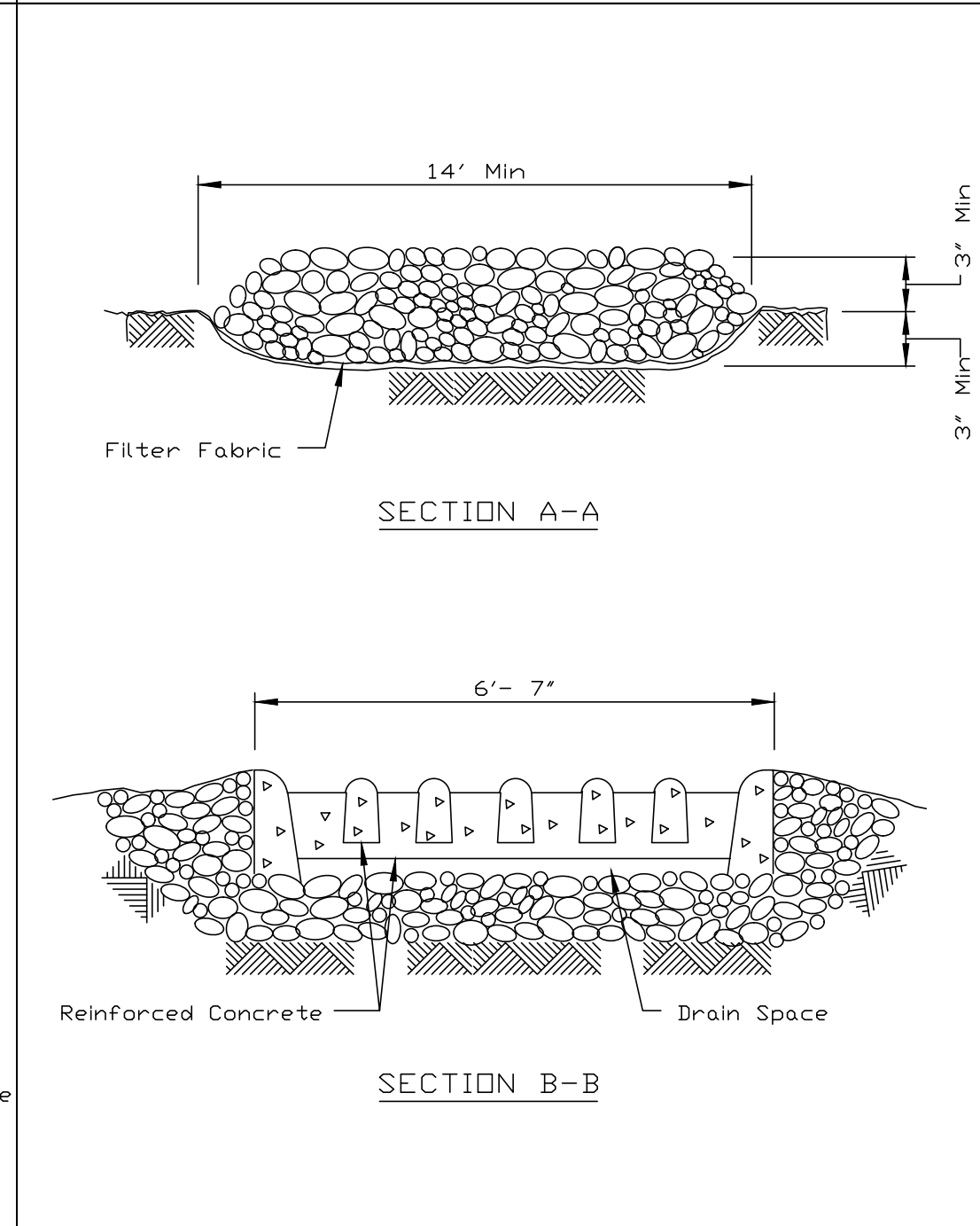
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Approved \_\_\_\_\_ Date \_\_\_\_\_



REFERENCE Project \_\_\_\_\_ Date \_\_\_\_\_  
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Checked \_\_\_\_\_ Date \_\_\_\_\_  
Approved \_\_\_\_\_ Date \_\_\_\_\_

PROJECT NO. 2812716  
DATE 07/10/17  
SCALE 1"=30'  
PROJ. MGR. RWG  
PROJ. ASSOC. MRM  
DRAWN BY. ZRN

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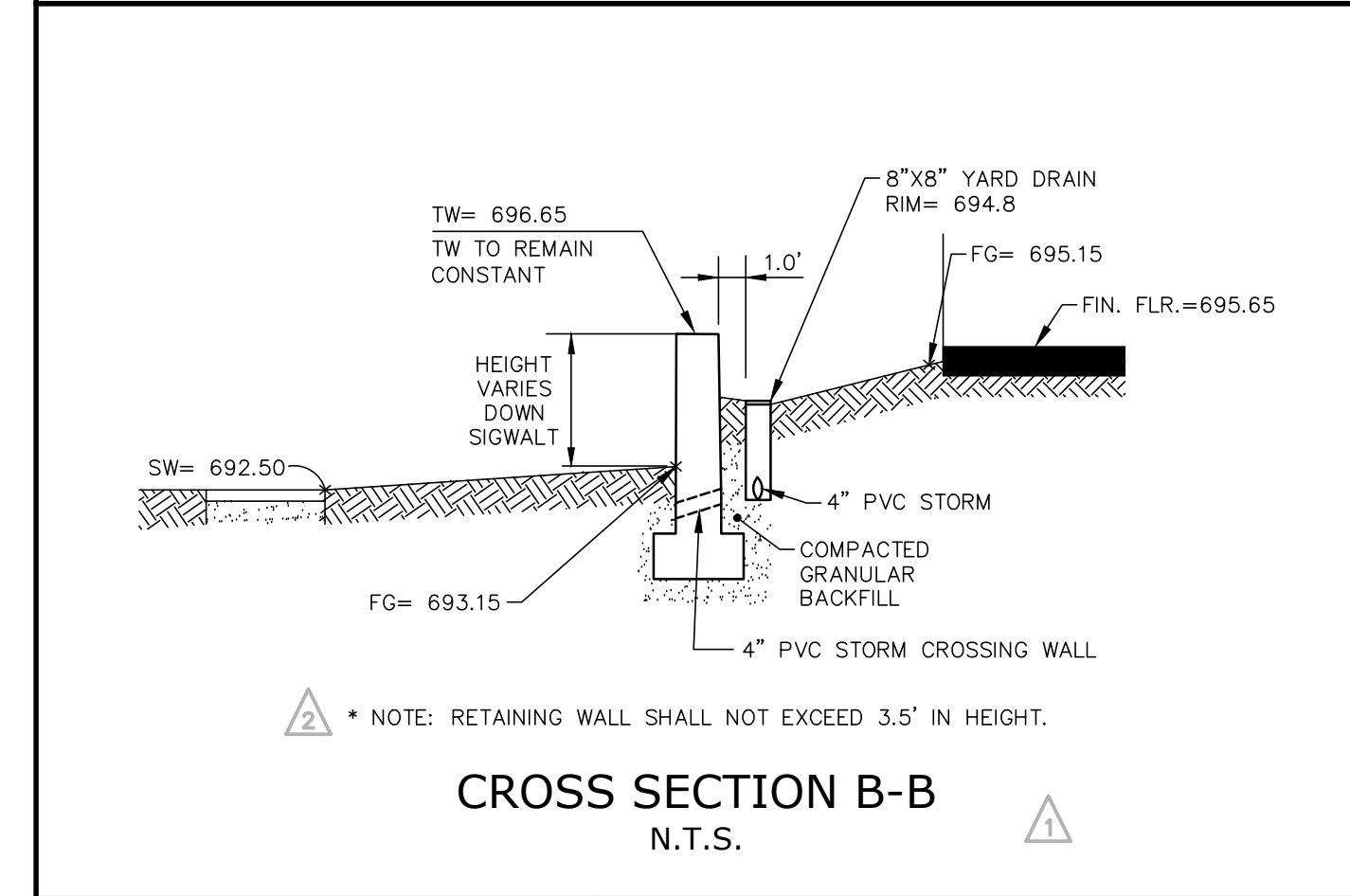
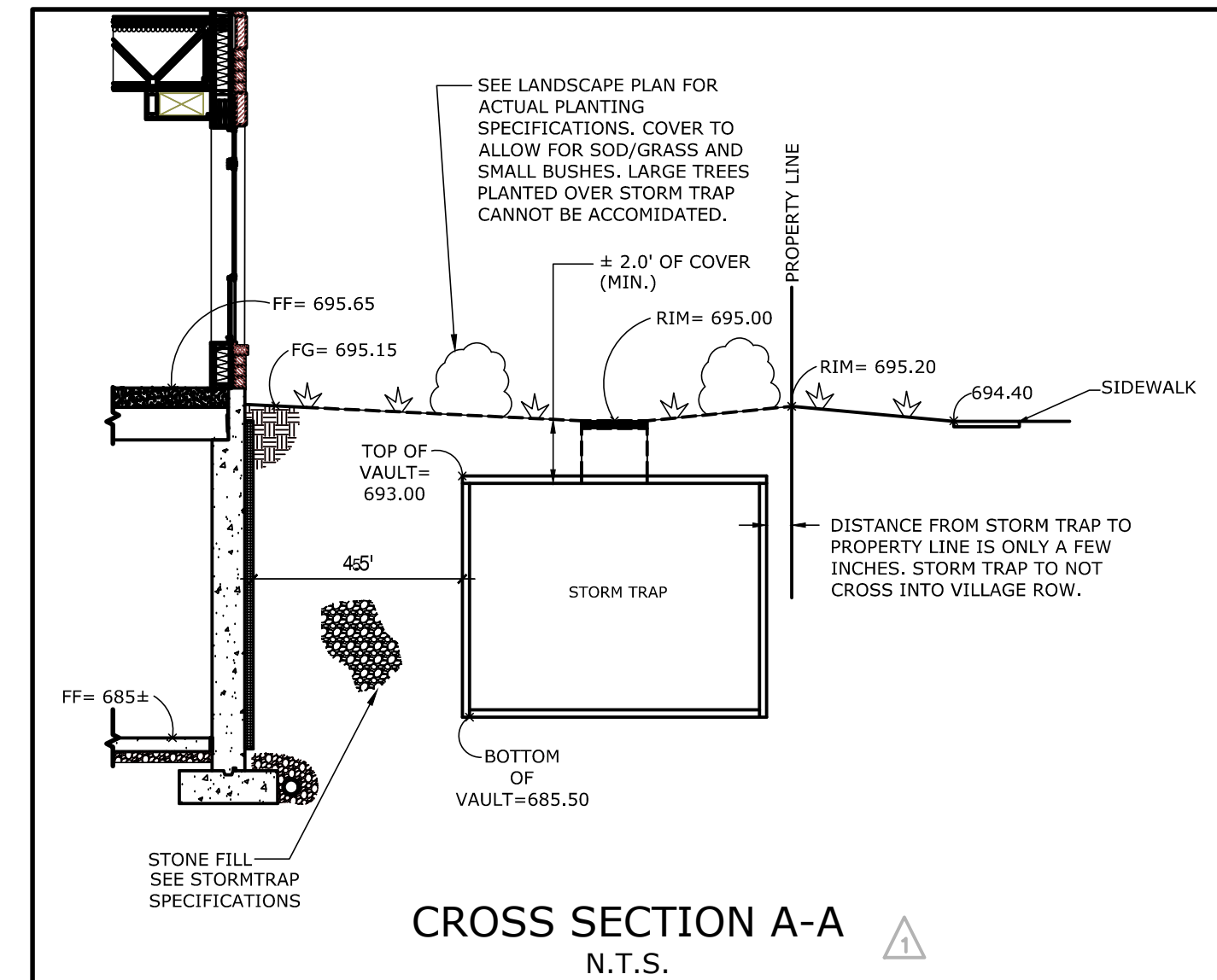
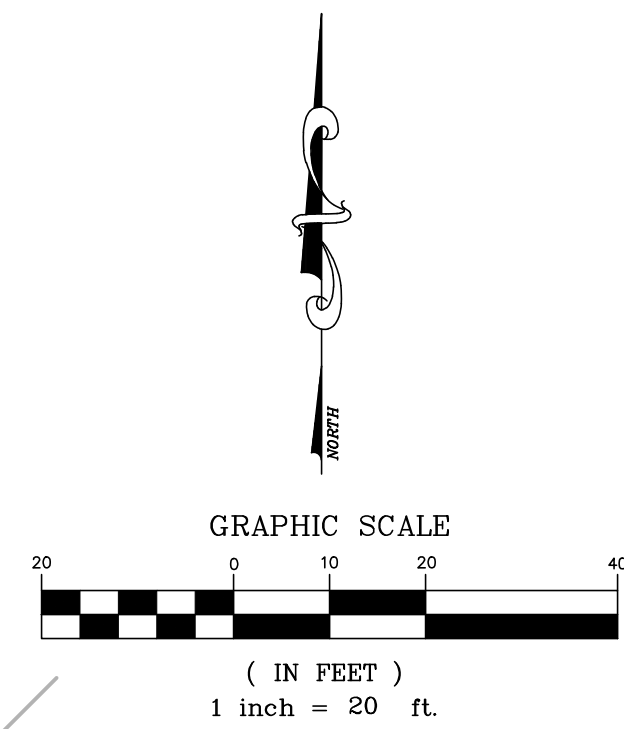
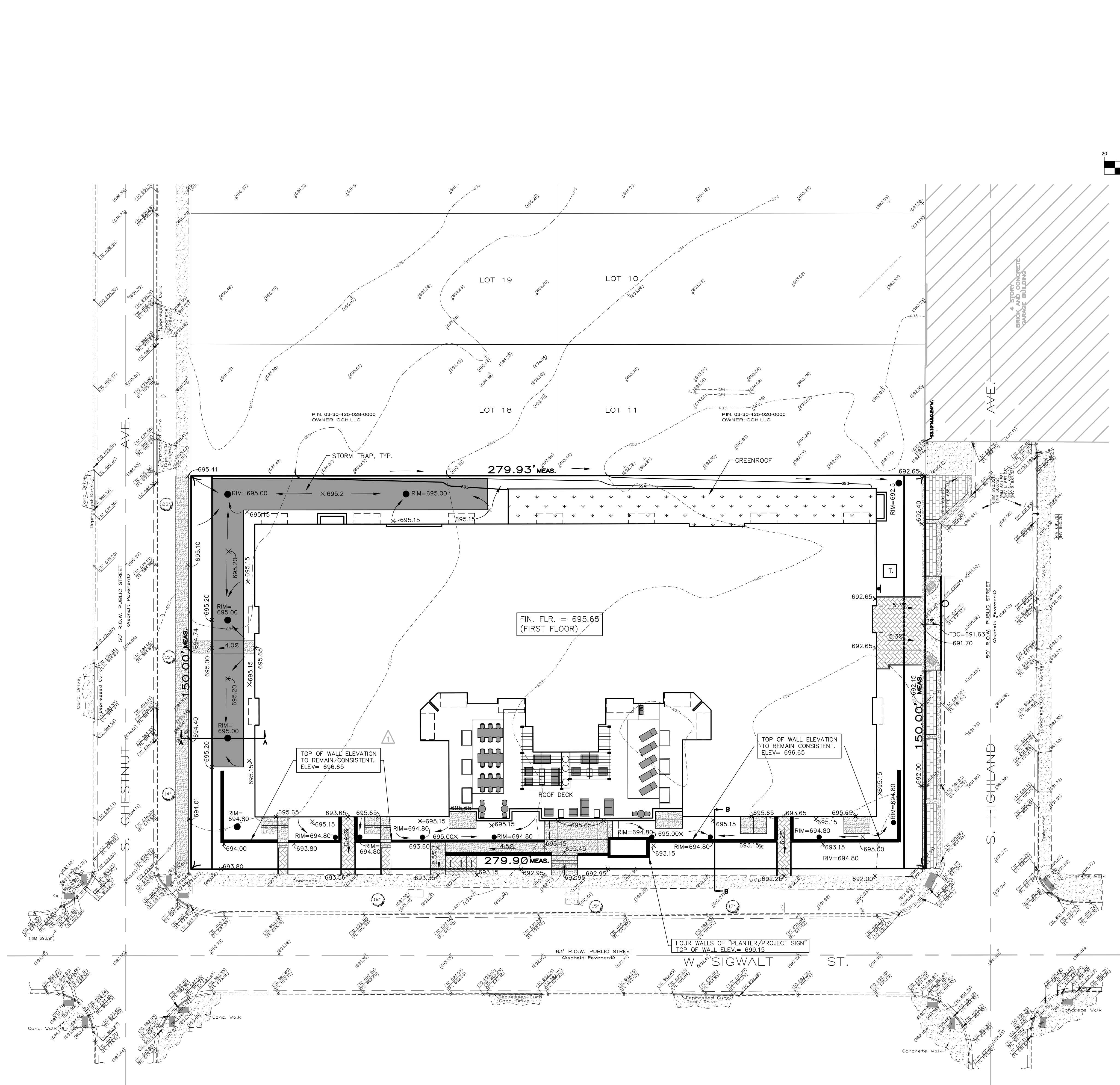
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- GRADING NOTES:**
1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
  2. HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%.
  3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER LINES.
  4. THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS (AND SWPPP DOCUMENTS IF APPLICABLE) FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
  5. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
  6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE GUTTER, PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).
  7. WHEREVER THE DESIGN FOR SURFACE FLOW OF DRAINAGE IS DIRECTED AWAY FROM A CURB, THE CONTRACTOR SHALL INSTALL REVERSE GUTTER PITCH.

| GRADING LEGEND             |                            |
|----------------------------|----------------------------|
| EXISTING                   | PROPOSED                   |
| CONCRETE HEADWALL          | CONCRETE HEADWALL          |
| PRECAST FLARED END SECTION | PRECAST FLARED END SECTION |
| STORM DRAINAGE STRUCTURE   | STORM DRAINAGE STRUCTURE   |
| RETAINING WALL             | RETAINING WALL             |
| CONTOUR                    | CONTOUR                    |
| 5' CONTOUR                 | 5' CONTOUR                 |
| SPOT ELEVATION             | SPOT ELEVATION             |
| DIRECTION OF SURFACE FLOW  | DIRECTION OF SURFACE FLOW  |
| DITCH OR SWALE             | DITCH OR SWALE             |
| OVERFLOW RELIEF ROUTING    | OVERFLOW RELIEF ROUTING    |
| SLOPE BANK                 | SLOPE BANK                 |
| RR-3 ROCK RIP-RAP          | RR-3 ROCK RIP-RAP          |

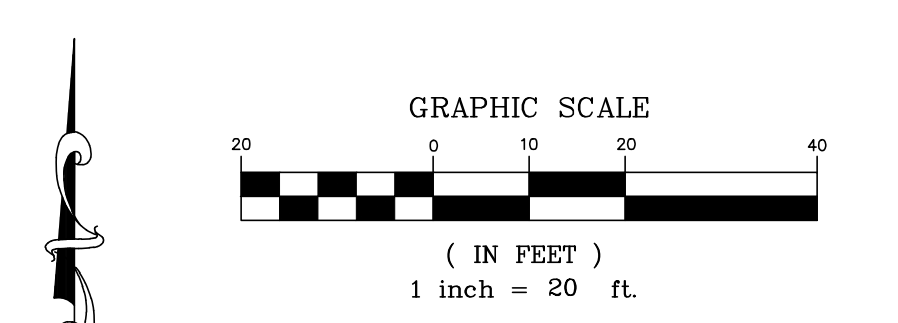
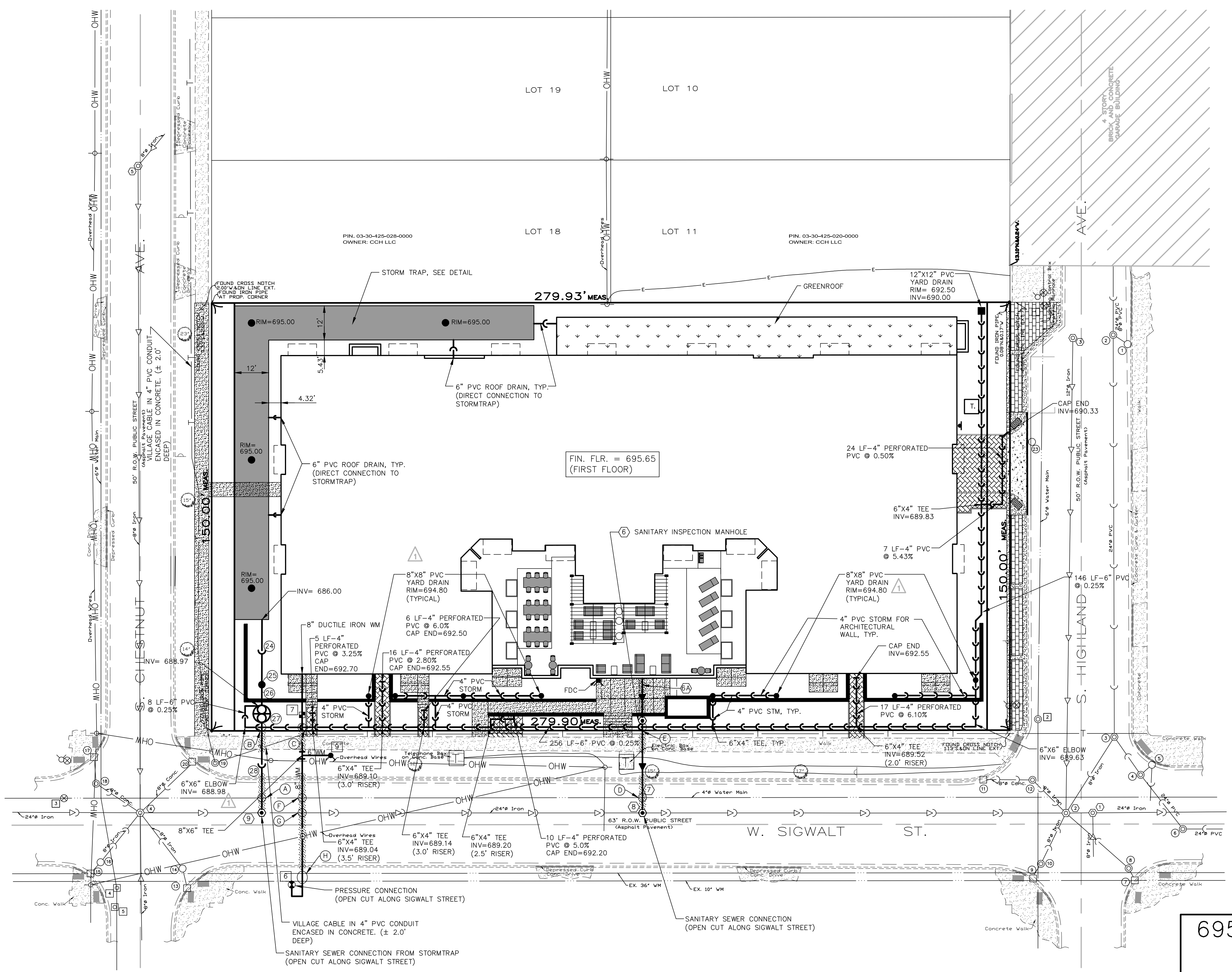
**SIGWALT STREET APARTMENTS**  
**ARLINGTON HEIGHTS, ILLINOIS**  
**GRADING PLAN**

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SHEET  
**5** OF **9**





| UTILITY CROSSING SCHEDULE |            |          |         |                |             |
|---------------------------|------------|----------|---------|----------------|-------------|
| CROSSING                  | SIZE (IN.) | MATERIAL | UTILITY | BOTTOM OF PIPE | TOP OF PIPE |
| (A)                       | 4"         | DIP      | EX. WM  | 687.92         | 687.28      |
| (B)                       | 18"        | DIP      | STM     | 688.28         | 688.98      |
| (C)                       | 6"         | PVC      | STM     | 689.03         | 687.53      |
| (D)                       | 4"         | DIP      | EX. WM  | 686.87         | 685.94      |
| (E)                       | 6"         | PVC      | STM     | 689.33         | 686.64      |
| (F)                       | 4"         | DIP      | EX. WM  | 687.75         | 686.25      |
| (G)                       | 24"        | DIP      | STM     | 685.22         | 683.72      |
| (H)                       | 36"x10"    | DIP      | EX. WM  | 686.08         | 684.58      |

| UTILITY STRUCTURE SCHEDULE                                                                         |                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SANITARY SEWER STRUCTURES                                                                          |                                                                                                                                                                                                                      |
| (1) EX SAN M.H.<br>RIM= 691.91<br>INV= 684.56 (8" S)<br>INV= 684.25 (24" W)<br>INV= 684.21 (24" E) | (2) EX SAN M.H.<br>RIM= 691.94<br>INV= 686.99 (8" NE)<br>INV= 687.04 (8" SE)<br>INV= 686.84 (8" NW)<br>INV= 684.39 (24" W)<br>INV= 684.29 (24" E)                                                                    |
| (3) EX SAN M.H.<br>RIM= 692.02<br>INV= 686.12 (12" S)                                              | (4) EX SAN M.H.<br>RIM= 693.95<br>INV= 689.85 (8" SE)<br>INV= 685.75 (8" S)<br>INV= 689.43 (8" SW)<br>INV= 689.55 (8" NW)<br>INV= 687.25 (8" N)<br>INV= 690.00 (8" NE)<br>INV= 685.60 (24" W)<br>INV= 685.40 (24" E) |
| (5) EX SAN M.H.<br>RIM= 696.21<br>INV= 690.76 (8" NE)<br>INV= 688.73 (8" S)                        | (6) EX SAN M.H.<br>RIM= 691.88<br>INV= 687.08 (24" N)<br>INV= 689.30 (8" E)<br>INV= 687.03 (24" S)                                                                                                                   |
| (7) 32 LF - 8" DIP, CL52<br>SAN @ 5.47%                                                            | (8) SAN M.H.<br>60" DIA, TYP. A<br>RIM= ±692.70<br>PROP. INV= 685.00<br>EX. INV= ±684.85                                                                                                                             |
| (9) SAN M.H.<br>60" DIA, TYP. A<br>RIM= ±693.55<br>INV= 685.75<br>EX INV=±685.26 (24" PIPE)        | (10) 15'-8" DIP CL52<br>SAN @ 1.00%<br>INV @ BLDG.= 686.90                                                                                                                                                           |

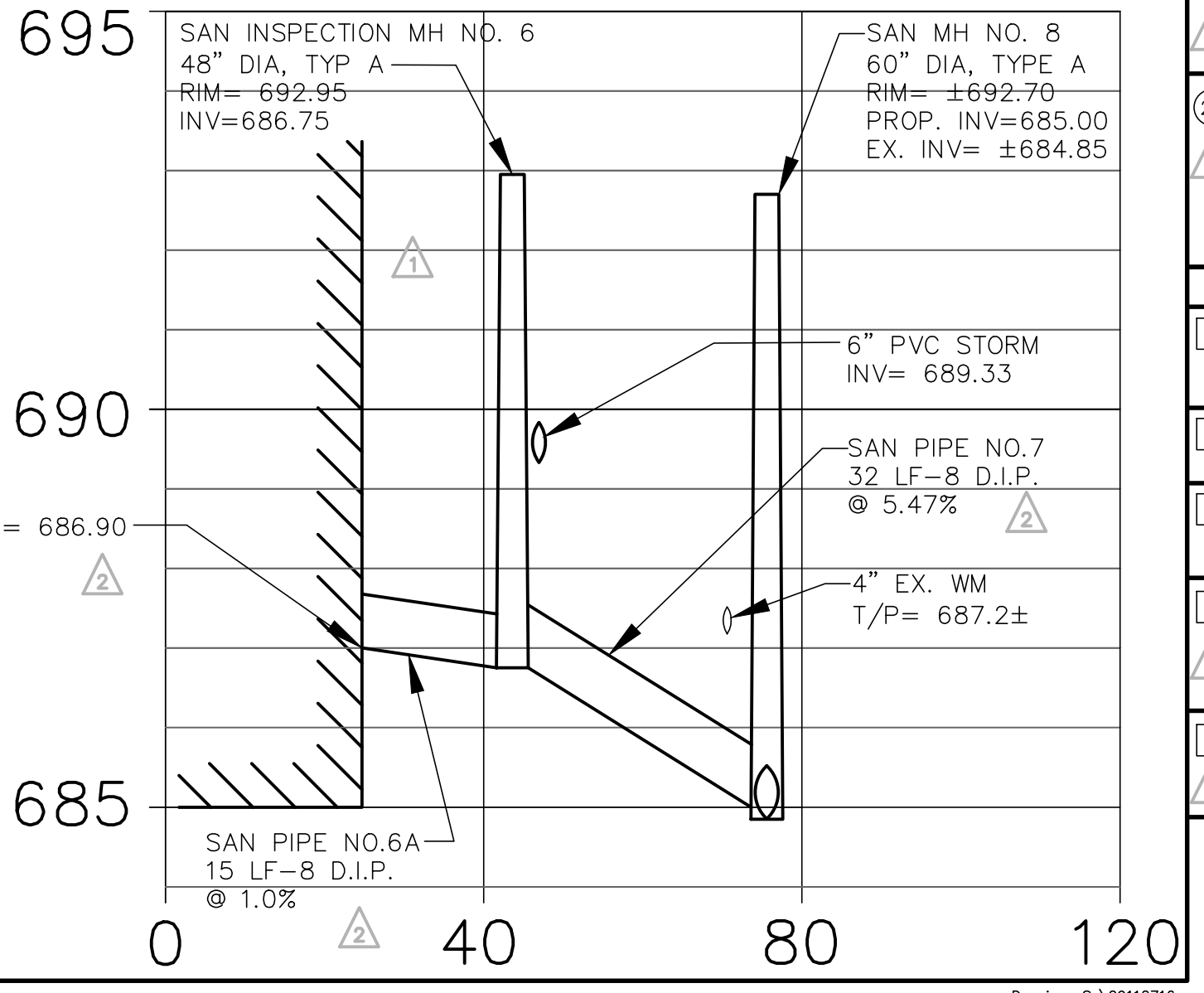
- UTILITY NOTES:
- RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE GUTTER, PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE).
  - UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION - IE INCLUDING LENGTH OF FLARED END SECTION).
  - THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
  - CONNECTIONS TO EXISTING SEWERS OR WATERMAINS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
  - EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
  - SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 2' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
  - ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.
  - 4" PVC STORM FOR ARCHITECTURAL WALL TO BE A MINIMUM OF 12" DEEP AND HAVE A MINIMUM SLOPE OF 1.0% DIRECT CONNECTION MADE TO 6" PVC STORM SEWER WITH 6"x4" TEE. 4" PVC STORM TO CROSS ABOVE ARCHITECTURAL WALL FOOTING.
  - ALL METHODS OF CONSTRUCTION AND MATERIALS MUST CONFORM TO THE MOST RECENT VERSION (DATED PRIOR TO THE APPROVAL DATE OF THIS PLAN SET) OF "A MANUAL OF PRACTICE FOR THE DESIGN OF PUBLIC AND PRIVATE IMPROVEMENTS" AS PUBLISHED BY THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT. THE WATERMAIN SHOULD BE ZINC COATED D.I.P. AND SHOULD BE WRAPPED IN "V-BIO" POLY ETHYLENE WRAPPING.

| STORM SEWER DRAINAGE STRUCTURE LEGEND |          |                                |
|---------------------------------------|----------|--------------------------------|
| EXISTING                              | PROPOSED |                                |
| □                                     | ■        | STORM INLET - OPEN GRATE       |
| ○                                     | ●        | STORM CATCH BASIN - OPEN GRATE |
| ⊙                                     | ⊙        | STORM MANHOLE - CLOSED LID     |

| STORM SEWER STRUCTURES                                                                                                                                           |                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| (1) EX STM C.B.<br>RIM= 691.76<br>INV= 690.26 (8" NW)                                                                                                            | (2) EX STM M.H.<br>RIM= 691.88<br>INV= 687.08 (24" N)<br>INV= 689.30 (8" E)<br>INV= 687.03 (24" S) |
| (3) EX STM M.H.<br>RIM= 691.49<br>INV= 686.67 (24" SE)<br>INV= 686.09 (8" SW)<br>INV= 686.59 (24" N)                                                             | (4) EX STM M.H.<br>RIM= 691.33<br>INV= 686.73 (24" NW)<br>INV= 686.53 (24" SE)                     |
| (5) EX STM C.B.<br>RIM= 691.07<br>INV= 688.97 (24" SW)<br>INV= 688.91 (24" S)                                                                                    | (6) EX STM M.H.<br>RIM= 691.83<br>INV= 687.03 (24" E)<br>INV= 686.83 (24" NW)                      |
| (7) EX STM INLET<br>RIM= 691.26<br>INV= 688.40 (8" NW)                                                                                                           | (8) EX STM M.H.<br>RIM= 691.55<br>INV= 688.50 (8" SE)<br>INV= 688.30 (8" NW)                       |
| (9) EX STM INLET<br>RIM= 691.34<br>INV= 688.54 (8" NE)                                                                                                           | (10) EX STM M.H.<br>RIM= 691.53<br>INV= 688.51 (8" NE)                                             |
| (11) EX STM INLET<br>RIM= 690.97<br>INV= 688.27 (8" E)                                                                                                           | (12) EX STM M.H.<br>RIM= 691.48<br>INV= 688.03 (8" W,SE)                                           |
| (13) EX STM INLET<br>RIM= 692.87<br>INV= 689.97 (8" N)                                                                                                           | (14) EX STM C.B.<br>RIM= 693.24<br>INV= 690.04 (8" SE)<br>INV= 689.84 (8" NW)                      |
| (15) EX STM INLET<br>RIM= 693.28<br>INV= 690.48 (8" NE)                                                                                                          | (16) EX STM C.B.<br>RIM= 693.50<br>INV= 690.40 (8" SW)<br>INV= 690.20 (8" NE)                      |
| (17) EX STM INLET<br>RIM= 693.30<br>INV= 691.05 (8" S)                                                                                                           | (18) EX STM M.H.<br>RIM= 693.68<br>INV= 690.03 (8" NE)                                             |
| (19) EX STM M.H.<br>RIM= 693.70                                                                                                                                  | (20) EX STM INLET<br>RIM= 693.44<br>END OF PIPE SEALED                                             |
| (21) EX STM C.B.<br>RIM= 691.68<br>UNABLE TO OPEN<br>INV= 688.88 (8" SE)                                                                                         | (22) EX STM C.B.<br>RIM= 691.50<br>UNABLE TO OPEN<br>INV= 688.85 (8" S)                            |
| (23) EX STM C.B.<br>RIM= 691.52<br>WATER FILLED<br>T/WATER= 687.67                                                                                               | (24) 23 LF - 18" RCP CL IV<br>@ 0.0%                                                               |
| (25) 48" DIA. C.B., TYPE A<br>RIM= 694.80<br>INV= 686.00                                                                                                         | (26) 8 LF - 18" RCP CL IV<br>@ 0.0%                                                                |
| (27) SPECIAL RESTRICTOR<br>STRUCTURE, SEE DETAIL<br>72" DIA, TYP. C<br>RIM= 694.00<br>INV= 686.00<br>*SEE CHECK VALVE DETAIL,<br>INSTALLED ON<br>DOWNSTREAM PIPE | (28) 31 LF - 18" DIP, CL52<br>@ 0.81%                                                              |

| WATERMAIN STRUCTURES                                                                                     |                                                                                                          |
|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| (1) EX VALVE VAULT<br>RIM= 692.67<br>T/P= 688.02                                                         | (2) EX WATER M.H.<br>RIM= 691.18<br>WATER FILLED<br>T/WATER= 689.18                                      |
| (3) EX VALVE VAULT<br>RIM= 693.91                                                                        | (4) EX CLEANOUT<br>RIM= 693.53<br>T/P= 688.38                                                            |
| (5) EX CLEANOUT<br>RIM= 693.55<br>T/P= 688.35                                                            | (6) 8" VALVE IN 60" VAULT<br>PRESSURE CONNECTION TO<br>EXISTING 10" WM.<br>RIM= ±693.80                  |
| (7) 8" DUCTILE IRON WM.<br>CL 52 WITH 6" SERVICE<br>VALVE & BOX (DOMESTIC<br>SUPPLY LINE)<br>RIM= 693.80 | (8) 8" DUCTILE IRON WM.<br>CL 52 WITH 6" SERVICE<br>VALVE & BOX (DOMESTIC<br>SUPPLY LINE)<br>RIM= 693.80 |

SANITARY SEWER PROFILE  
H: 1"=20'  
V: 1"=2'



PROJECT NO. 29112716  
DATE 07/10/17  
SCALE 1"=20'  
PROJ. MGR. RWG  
PROJ. ASSOC. MRM  
DRAWN BY ZRN

**RWG**  
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Civil Engineering • Real Estate Consulting • Project Management  
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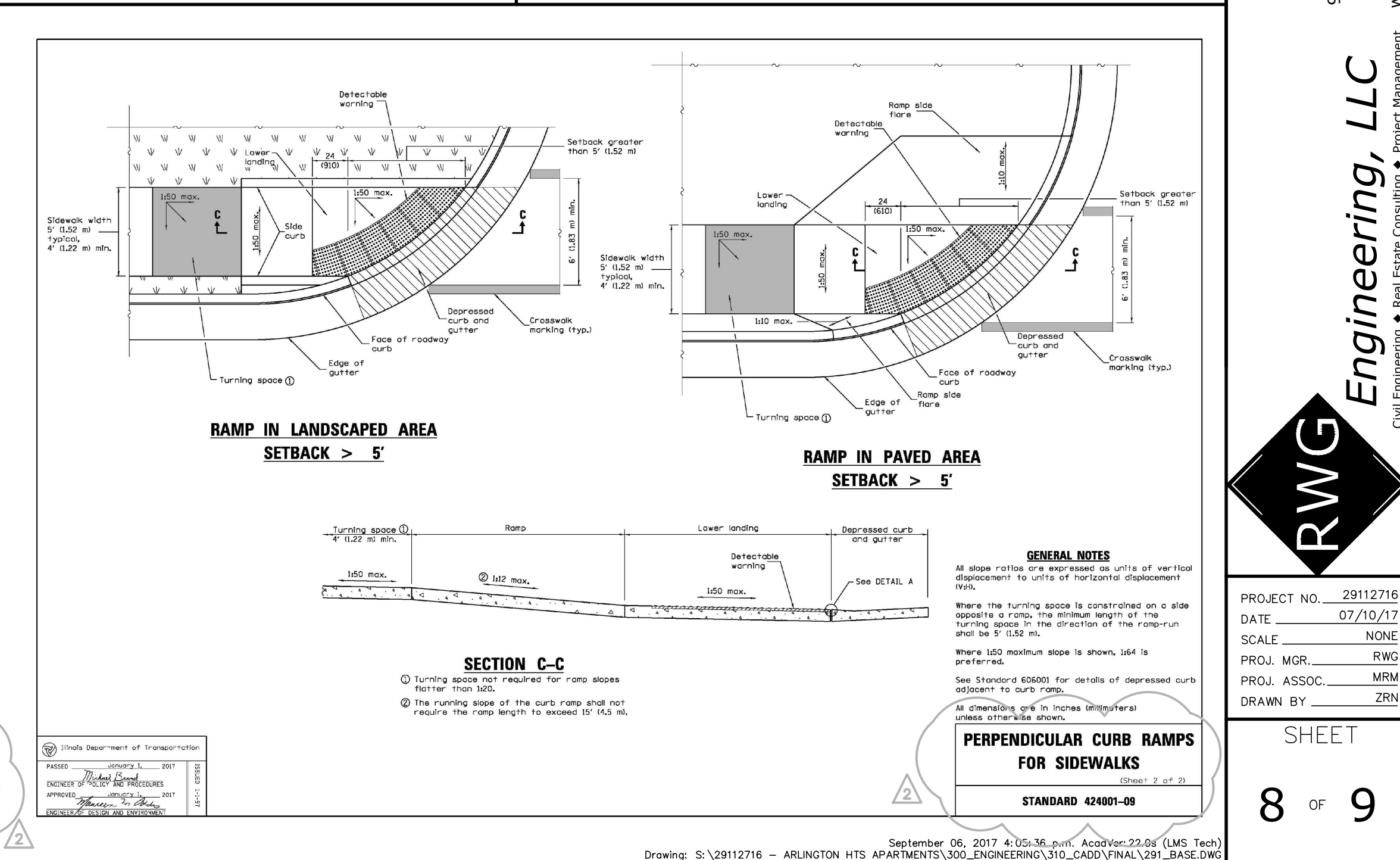
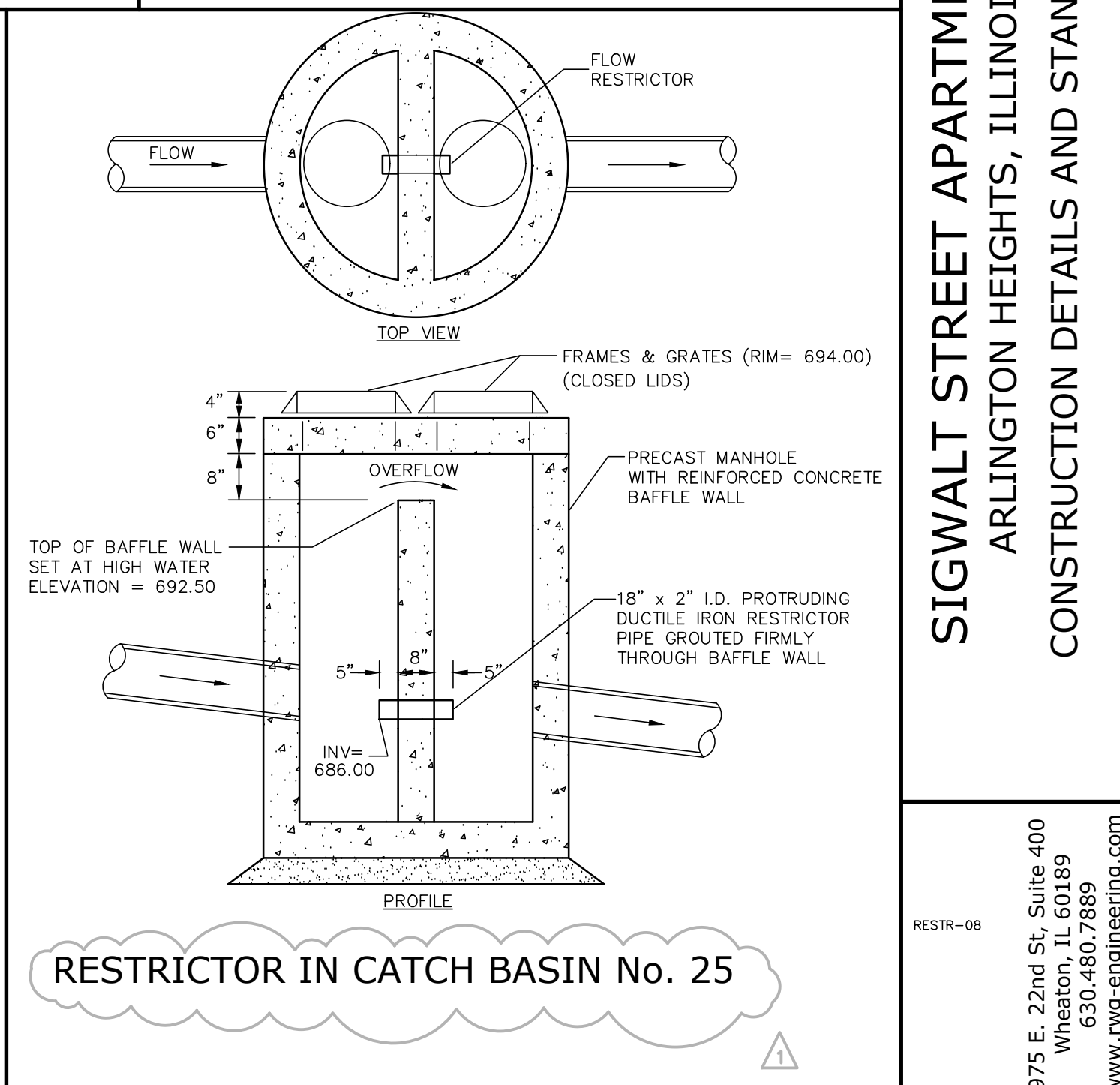
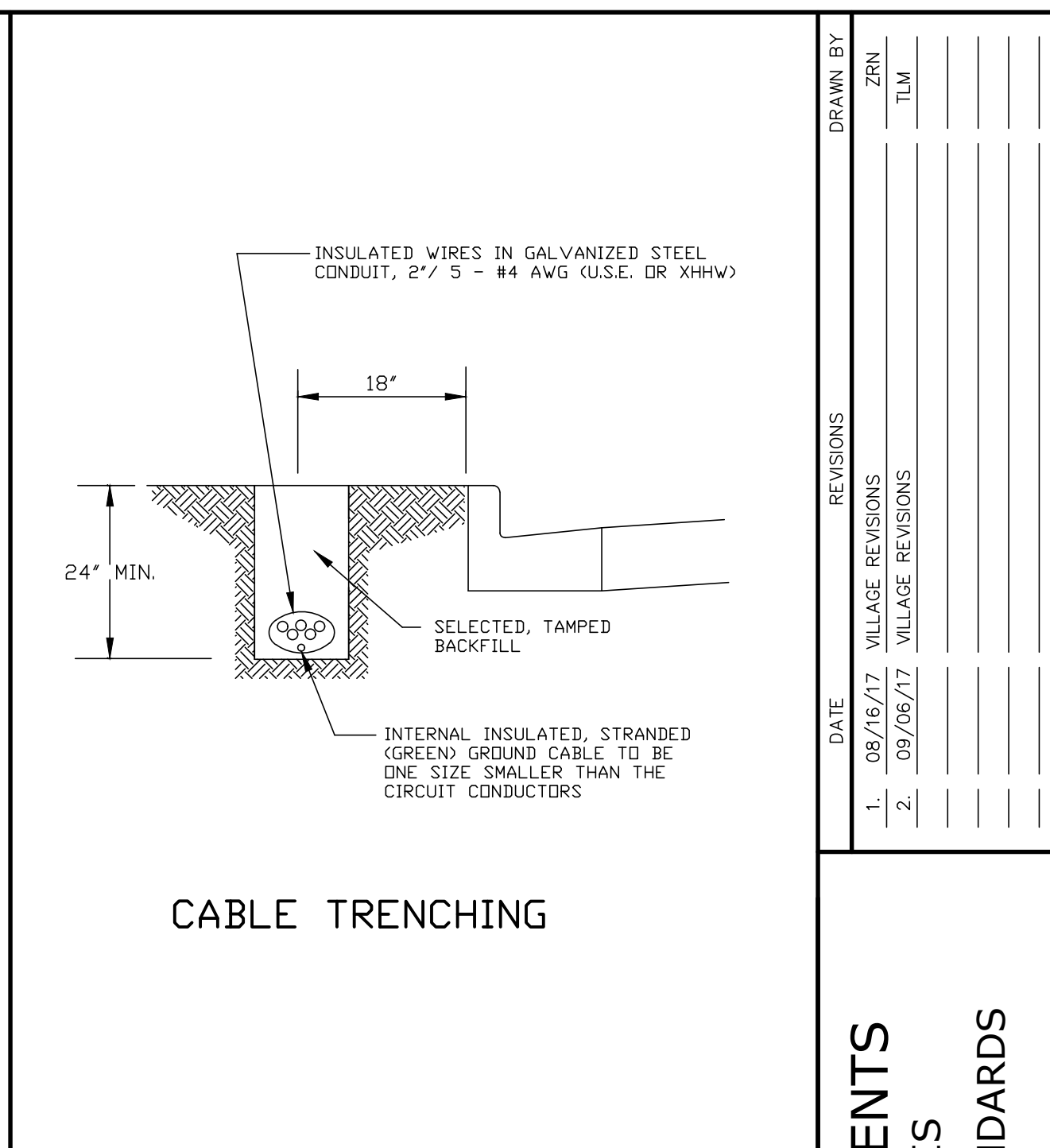
REVISIONS  
DATE  
1. 08/16/17 VILLAGE REVISIONS  
2. 09/08/17 VILLAGE REVISIONS

SHEET 6 OF 9











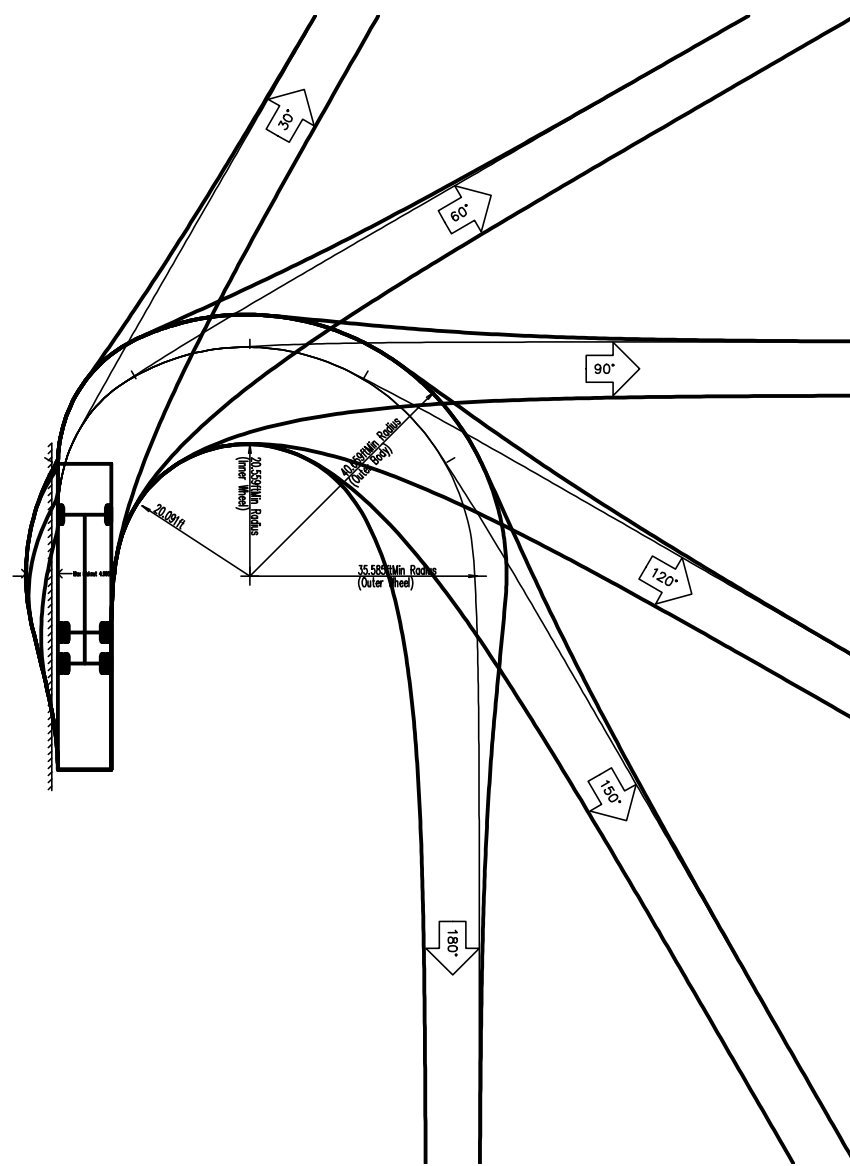
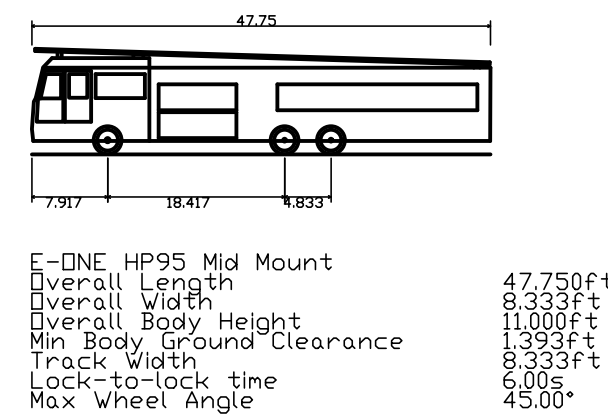
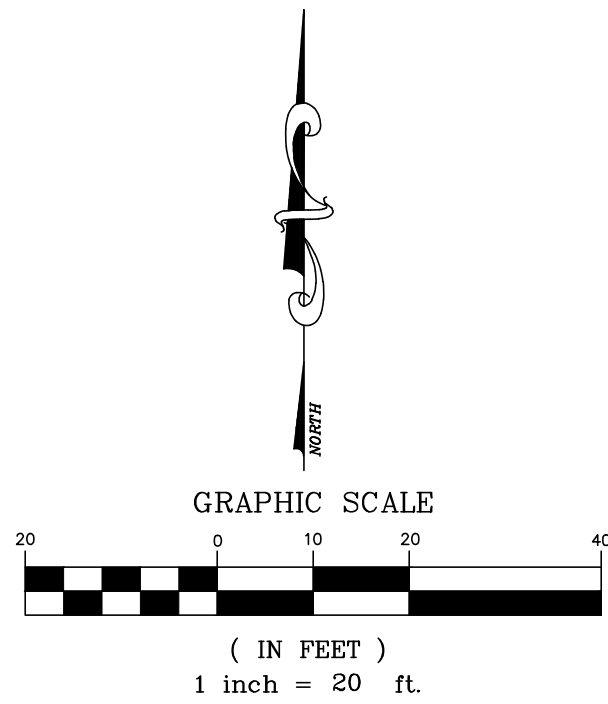
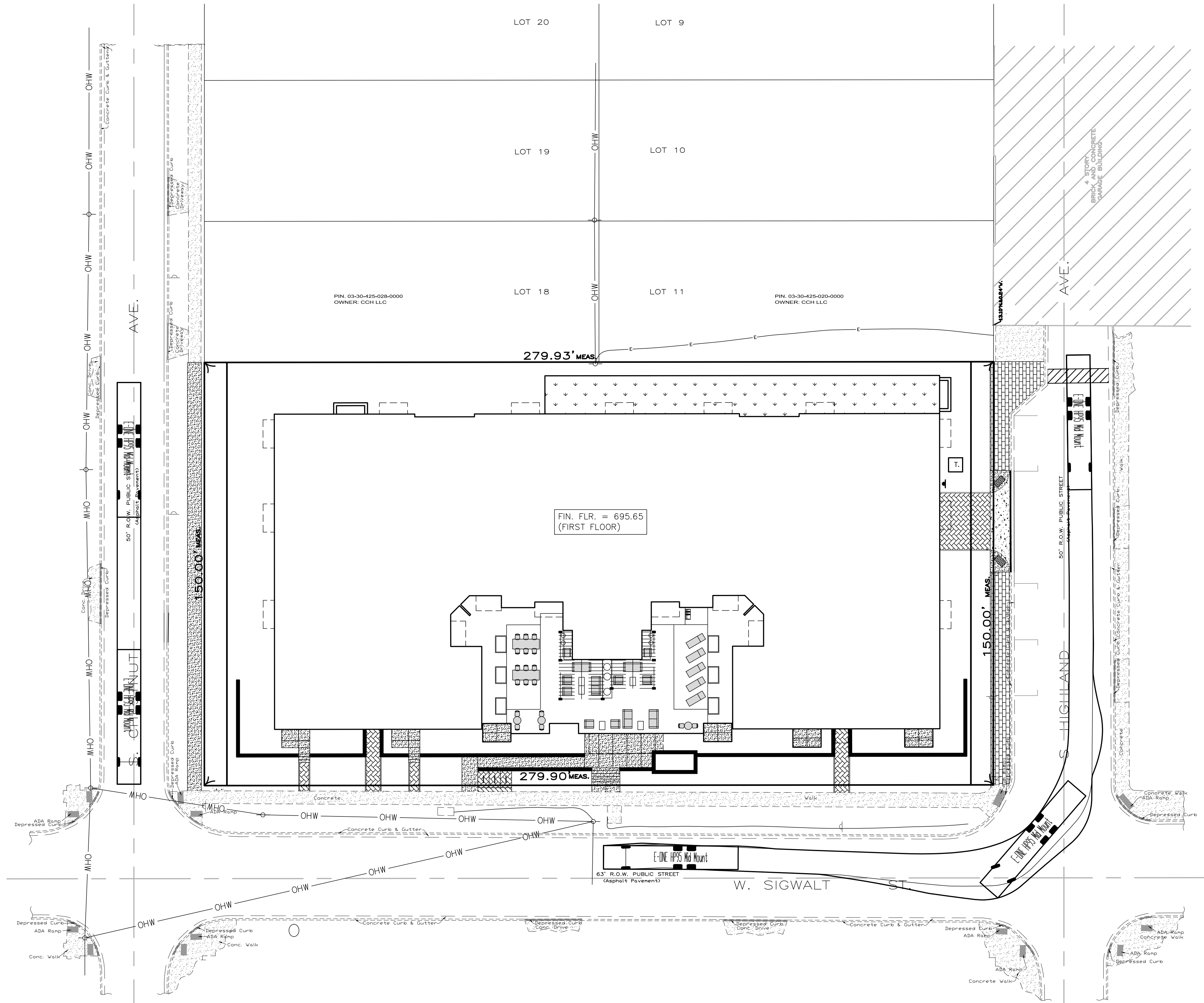




# 45 S. CHESTNUT SUBDIVISION

OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S SUBDIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.





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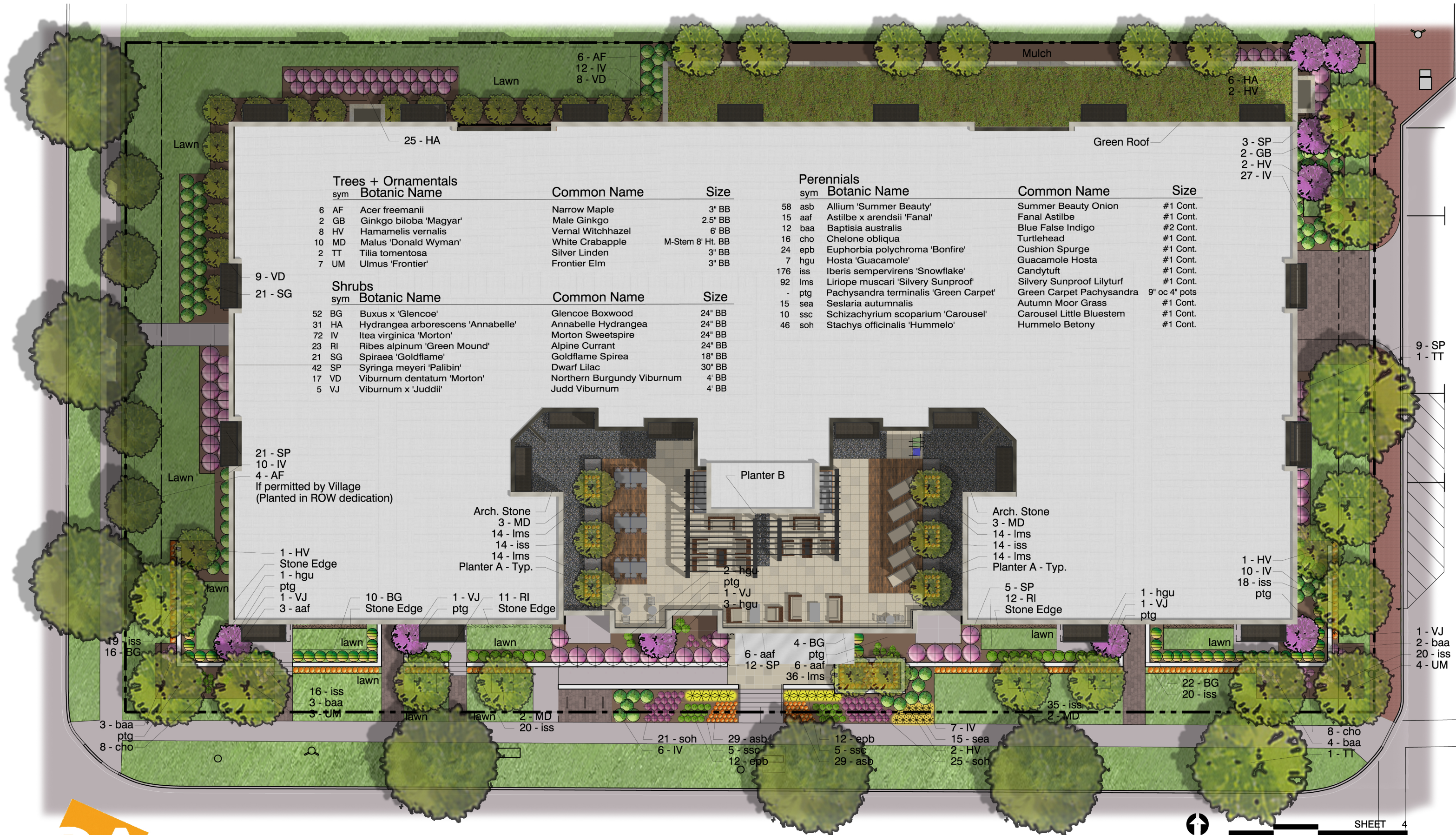
**RWG** Engineering, LLC  
Civil Engineering • Real Estate Consulting • Project Management

PROJECT NO. 29112716  
DATE 08/11/17  
SCALE 1"=20'  
PROJ. MGR. RWG  
PROJ. ASSOC. MRM  
DRAWN BY. TLM

SHEET

1 OF 1





**Trees + Ornamentals**

| sym   | Botanic Name           | Common Name       | Size             |
|-------|------------------------|-------------------|------------------|
| 6 AF  | Acer freemanii         | Narrow Maple      | 3" BB            |
| 2 GB  | Ginkgo biloba 'Magyar' | Male Ginkgo       | 2.5" BB          |
| 8 HV  | Hamamelis vernalis     | Vernal Witchhazel | 6" BB            |
| 10 MD | Malus 'Donald Wyman'   | White Crabapple   | M-Stem 8' Ht. BB |
| 2 TT  | Tilia tomentosa        | Silver Linden     | 3" BB            |
| 7 UM  | Ulmus 'Frontier'       | Frontier Elm      | 3" BB            |

**Shrubs**

| sym   | Botanic Name                      | Common Name                | Size   |
|-------|-----------------------------------|----------------------------|--------|
| 52 BG | Buxus x 'Glencoe'                 | Glencoe Boxwood            | 24" BB |
| 31 HA | Hydrangea arborescens 'Annabelle' | Annabelle Hydrangea        | 24" BB |
| 72 IV | Itea virginica 'Morton'           | Morton Sweetpire           | 24" BB |
| 23 RI | Ribes alpinum 'Green Mound'       | Alpine Currant             | 24" BB |
| 21 SG | Spiraea 'Goldflame'               | Goldflame Spirea           | 18" BB |
| 42 SP | Syringa meyeri 'Palibin'          | Dwarf Lilac                | 30" BB |
| 17 VD | Viburnum dentatum 'Morton'        | Northern Burgundy Viburnum | 4" BB  |
| 5 VJ  | Viburnum x 'Juddii'               | Judd Viburnum              | 4" BB  |

**Perennials**

| sym     | Botanic Name                          | Common Name               | Size          |
|---------|---------------------------------------|---------------------------|---------------|
| 58 asb  | Allium 'Summer Beauty'                | Summer Beauty Onion       | #1 Cont.      |
| 15 aaf  | Astilbe x arendsii 'Fanal'            | Fanal Astilbe             | #1 Cont.      |
| 12 baa  | Baptisia australis                    | Blue False Indigo         | #2 Cont.      |
| 16 cho  | Chelone obliqua                       | Turtlehead                | #1 Cont.      |
| 24 epb  | Euphorbia polychroma 'Bonfire'        | Cushion Spurge            | #1 Cont.      |
| 7 hgu   | Hosta 'Guacamole'                     | Guacamole Hosta           | #1 Cont.      |
| 176 iss | Iberis sempervirens 'Snowflake'       | Candytuft                 | #1 Cont.      |
| 92 lms  | Liriope muscari 'Silvery Sunproof'    | Silvery Sunproof Lilyturf | #1 Cont.      |
| - ptg   | Pachysandra terminalis 'Green Carpet' | Green Carpet Pachysandra  | 9" oc 4" pots |
| 15 sea  | Seslaria autumnalis                   | Autumn Moor Grass         | #1 Cont.      |
| 10 ssc  | Schizachyrium scoparium 'Carousel'    | Carousel Little Bluestem  | #1 Cont.      |
| 46 soh  | Stachys officinalis 'Hummelo'         | Hummelo Betony            | #1 Cont.      |



Sigwalt Apartments  
Arlington Heights, IL

**Landscape Plan**



SHEET 4



# Appraisal Research Counselors®

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DONALD M. LIVINGSTON

August 1, 2017

Mr. Matt Katsaros  
CA Ventures  
130 E. Randolph Street, Suite 2100  
Chicago, IL 60601

**RE: Sigwalt Apartments, 45 S. Chestnut, Arlington Heights, IL**

Dear Mr. Katsaros:

In April 2017, we completed a market study regarding the above-referenced proposed rental apartment development. This report is incorporated by reference in this letter.

At that time of the report, the project was proposed to include 86 units with a mix of 44 one bedroom units (762 SF average) and 42 two bedroom units (1,058 SF average), with an average unit size of 907 SF. Recently, revisions were made to the development plan. The current plan calls for 88 units with a mix of 38 one bedroom units (758 SF average) and 50 two bedroom units (1,107 SF average), with an average unit size of 956 SF.

Overall, the current development scheme is in line with market demand and our overall conclusions in the report are applicable to the current design plan.

Respectfully,

**Appraisal Research Counselors**



Gail Lissner, CRE, SRA, Vice President

3-22376

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***Market Study***

For the

**Proposed Rental Apartment Building  
Sigwalt Apartments  
Northeast Corner of Sigwalt Street and Chestnut Avenue  
Arlington Heights, Cook County, Illinois**

As of

March 2017

For

Mr. Matt Katsaros  
CA Ventures  
130 E. Randolph Street, Suite 2100  
Chicago, IL 60601

Prepared By

**Appraisal Research Counselors**  
400 East Randolph Street, Suite 715  
Chicago, Illinois 60601

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PATRICIA A. JETTE  
DONALD M. LIVINGSTON

April 10, 2017

Mr. Matt Katsaros  
CA Ventures  
130 E. Randolph Street, Suite 2100  
Chicago, IL 60601

**RE: Proposed rental apartment building located at the northeast corner  
of Sigwalt Street and Chestnut Avenue, Arlington Heights, IL**

Dear Mr. Katsaros:

In accordance with your request, we have prepared a market study regarding the above-referenced proposed rental apartment complex.

Information for this report was researched with property inspections and conversations with brokers, developers, lenders, investors, managers, and leasing agents involved in the Suburban Chicago apartment market.

Should you have any questions about this report or desire further consultations as you decide to move forward, please do not hesitate to call us directly.

**Appraisal Research Counselors**



Gail Lissner, CRE, SRA, Vice President

3-22376

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## CERTIFICATION

We certify that, to the best of our knowledge and belief: The statements of fact contained in this report are true and correct. The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions (**see following page**), and are our personal, unbiased professional analyses, opinions and conclusions. We have no present or prospective interest in the property that is the subject of this report, and we have no personal interest or bias with respect to the parties involved.

Our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. The appraisal assignment was not based on a requested minimum valuation, a specific valuation, or the approval of a loan. We are experienced and competent in appraising this property type.

To the best of our knowledge and belief, the reported analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the requirements of (1) the minimum appraisal standards effective June 7, 1994 under Title XI of the Financial Institutions Reform, Recovery and Enforcement Act (FIRREA) of 1989, (2) the Uniform Standards of Professional Appraisal Practice (USPAP), and (3) the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.

The use of this report is subject to the requirements of the Appraisal Institute relating to its review by duly authorized representatives. As of the date of this report, Eugene W. Stunard, MAI, Ron DeVries, MAI, FRICS Gail Lissner, CRE, SRA, James K. Kutill, MAI, Steven J. Kelley, MAI, Ronald W. Casper, MAI, Jacob M. Hussien, SRA, Peter H. Gloodt, MAI, Erwin C. Wirth, SRA and Alex Jaunius, MAI have completed the continuing education program for Designated Members of the Appraisal Institute. No one provided significant real property appraisal assistance to the person(s) signing this certification. As of the date of this report, Jennifer A. Long has completed the required Standards and Ethics Education Requirements for Candidates of the Appraisal Institute.

**Jennifer A. Long inspected the site and the preliminary drawings for the proposed development.  
Gail Lissner, CRE, SRA reviewed the preliminary drawings for the proposed development.**

**We have not provided appraisal services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.**

The professional contribution to the analyses, opinions and conclusions contained in this report is hereby acknowledged.



**Gail Lissner, CRE, SRA, Vice President**  
Illinois Certified General Real Estate Appraiser No. 553.001842  
Expires 09/30/17



**Jennifer A. Long, Senior Appraiser**  
Illinois Certified General Real Estate Appraiser No. 553.001911  
Expires 09/30/17

## ASSUMPTIONS AND LIMITING CONDITIONS

The following assumptions and limiting conditions apply to our market study:

### Extraordinary Assumptions/Hypothetical Conditions

Our market study is subject to the following which may have affected the assignment results:

- None.

### General

The Certification, and all analyses, opinions and conclusions are expressly subject to the following stipulations:

- No responsibility is assumed for matters of a legal nature.
- It is assumed that title is marketable and that the descriptive legal information furnished is correct.
- Except as noted, the property is assumed in accordance with applicable local, state and federal ordinances, regulations and laws.
- The physical condition of the real estate described herein was based on visual inspection, except as noted.
- It is assumed that there are no hidden or unapparent conditions that would render the property more or less valuable. Hidden or unapparent conditions include but are not limited to soundness of members, equipment, soil conditions or environmental contamination. No responsibility is assumed for such conditions, their effects or for arranging engineering studies that may be required to discover them.
- Any plots, diagrams or drawings presented are only to facilitate and aid the reader and are not meant to be used in matters of survey or for any other purpose.
- Any distribution of value applies only as presented or discussed. Value distributions include but are not limited to leased fee and leasehold and land and building allocations.
- Portions of this report should not be relied upon except in the context of the whole.
- All analyses, opinions and conclusions assume responsible ownership and competent management.
- No persons signing or identified as contributing to this report shall be required to give testimony or appear in court by reason of this report with reference to the property herein described, unless prior arrangements have been made.
- As used herein, report is defined to include both the written version and information contained in our files.
- Neither all nor any part of the contents of this report (especially any conclusions, the identity of persons signing or contributing to this report or the firm with which they are connected, or any reference to the Appraisal Institute or to the MAI or SRA designation) shall be disseminated to the public through advertising media, public relations media, news media, sales media or any other public means of communication without prior written consent and approval.
- We, however, hereby consent to your referencing this report in your company's financial statements or other required statements, provided that: 1) prior to making such reference in any publication, including any filings with the Securities and Exchange Commission or other governmental agency, we are allowed to review the same so as to insure the accuracy and adequacy of such reference to our report; 2) in our sole discretion such reference is not untrue or misleading and is accurate and adequate for the purposes intended and in light of the circumstances under which it is made; and 3) any reference to such report include the following language:

"In addition to setting forth our analyses, opinions and conclusions, the report contains a description of the property that is the subject of this assignment; a statement of the various facts, assumptions and conditions upon which the analyses and opinions were based; the conclusions and certain limiting conditions which relate to the report. The portions of the report referred to herein are qualified in their entirety by reference to the complete report, which will be made available upon written request, to any person who has a proper purpose in reviewing the same. The report or portions of the report should not be relied upon except in the context of the whole. The terms of our engagement are such that we have no obligation to update or revise the report or our analyses, opinions and conclusions in any manner because of events or transactions occurring subsequent to the date of the report."
- The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since we have no direct evidence relating to this issue, we did not consider non-compliance with the requirements of the ADA in estimating the value of the property, unless otherwise stated in the scope of this report.

## **SCOPE OF WORK**

### **Client/Intended User(s)**

The client identified on the certification page is the intended user of this report.

### **Use of the Consulting Report**

This report is prepared for exclusive use by the addressee for internal analysis and planning purposes.

### **Purpose of the Consulting Assignment**

The purpose of this report is to provide:

- A summary description of the proposed development
- Definition of the market area
- Discussion of current demographics, employment, economics, and apartment market statistics
- Identification of competitive properties including occupancy performance and overall rental rates
- Identification of potential new apartment supply and likelihood of being built and delivered
- Suggestions on proposed unit mix, unit sizes, finishes and amenities for the proposed development
- Conclusion on market rent for the subject units in 2017 dollars and at delivery
- Conclusions regarding absorption forecast for subject units at delivery

### **Effective Date**

The effective date of the analysis and conclusions is March 2017.

### **Sources of Data / Extent of Research**

An inspection of the neighborhood was completed along with a review of the preliminary site plan for the development.

The following data sources were researched:

- Inspection of the site
- Visual inspection of the immediate neighborhood
- Ongoing discussions with brokers, developers, lenders and investors active in the suburban Chicago rental market
- Inspection of the competing rental buildings in the market and discussions with management and leasing agents
- Previous assignments where information was not confidential

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## EXECUTIVE SUMMARY AND CONCLUSIONS



*Rendering of Proposed Building*

**Location:** Sigwalt Apartments – The north side of Sigwalt Street and the east side of Chestnut Avenue, Arlington Heights, Cook County, Illinois

**Concept:** The subject is a proposed rental development that will include a 5-story, elevator building with 86 residential units and 94 parking spaces. It will be built on a vacant lot in Arlington Heights, a northwest suburban community which is approximately 25 miles from Downtown Chicago. We were provided with drawings dated January 18, 2016 identifying the unit type, square foot and location within the building but lacking the unit layouts. The architect is HKM Architects & Planners, Inc. The following is the current development mix:

| Unit Type    | Developer Unit Mix |             |                  |            |               |
|--------------|--------------------|-------------|------------------|------------|---------------|
|              | No. Units          | Percentage  | SF Range         | Avg SF     | Total SF      |
| 1BR          | 44                 | 51%         | 715-880          | 762        | 33,528        |
| 2BR          | 42                 | 49%         | 934-1,290        | 1,058      | 44,436        |
| <b>Total</b> | <b>86</b>          | <b>100%</b> | <b>715-1,290</b> | <b>907</b> | <b>77,964</b> |

**Conclusion:** Based upon our review of the market, the unit mix and sizes appear well suited for the market.

Market rents in current dollars have been projected to average approximately \$2.36 psf in 2017 dollars (as of March 2017), with rents trending upward at an annual rate of 2%, indicating rents of \$2.46 psf at occupancy in 2019. The rent projection is on a net effective basis.

With 86 units, we have also projected the lease-up of the property within 7 to 9 months (10 to 12 units per month).

We understand that the developer may have the opportunity to expand the development size by acquiring a neighboring parcel. Should the development size increase, our rent

and absorption projections would change depending on the amenities that would be offered.

### **Appraisal Research Counselors' Conclusions:**

**Property Location:** The subject property is located in Arlington Heights, a community of approximately 76,000 persons located northwest of O'Hare Airport in the northwest suburbs of Chicago. The location is 25 miles from Chicago's central business district ("The Loop") and 15 miles from O'Hare Airport. Specifically, the subject is located just outside of the downtown core area and is bordered by single-family on the west and south and commercial uses, a parking garage and high-rise condominium buildings to the east and north. The village is bordered by Buffalo Grove on the north, Wheeling, Prospect Heights and Mount Prospect on the east, Elk Grove Village on the south and Rolling Meadows and Palatine on the west. Interstate 90 runs along portions of the southern border while Illinois Route 53 extends along portions of the western border. It is also served by the Metra Union Pacific/Northwest Line which has stops at Arlington Park and downtown Arlington Heights to Ogilvie Transportation Center. The Arlington Heights stop is within walking distance of the subject. The location is also within walking distance of the many restaurants and retailers located within downtown Arlington Heights.

The average household income is estimated at \$112,734 with a median household income of \$84,640, according to 2017 estimates by Nielsen. Within the past 12 months, according to MRED LLC, the 817 detached single family home sales in Arlington Heights have averaged \$405,508, with a median house price of \$370,000. Home sales ranged between \$140,000 and \$1,200,000.

Accessibility to transportation is a key advantage, with Illinois Route 53 spanning portions of the village's western edge. There is a full interchange at Euclid Avenue, located approximately 3 miles west. Cars are the main mode of transportation in the suburbs, but there are also two Metra stations, including one which is less than a 10 minute walk from the subject site.

Woodfield Mall, one of the largest malls in the county is five miles south. This is a premier shopping center and destination for both locals and tourists. Anchor tenants include Macy's, Nordstrom, Lord & Taylor, JC Penny and Sears. There are approximately 300 stores. Ikea, one of two stores in the Chicagoland area, is also located in Schaumburg. To the south of the mall is the Streets of Woodfield which includes a 20-screen movie theater as well as additional retailers including Carson's and a Legoland Discovery Center. Being situated close to Woodfield Mall is considered to be an excellent amenity for the subject property.

There has been limited large-scale rental development in the Northwest suburbs. One other rental building opened in Arlington Heights in 2014. One Arlington has 214 units and is an adaptive reuse of a former hotel. The building includes a mix of studio, one and two bedroom units with an average size of 953 SF. Rents as of the 4<sup>th</sup> Quarter 2016 range between \$1,144 and \$1,976 per month for studios, \$1,502 and \$2,000 per month for one bedrooms and \$2,228 and \$3,296 per month for two bedrooms with an average of \$2.01 PSF, net effective rent. The building stabilized in early 2016 and is 95.8% occupied as of April 2017. The lease-up equated to an absorption of 9.6 units per month. Due to the adaptive reuse of the building, some of the layouts are larger than typical of new construction. The building also offers a variety of amenities typically not available in comparable rental buildings including a recording studio and a craft/do-it-yourself room.

There are two additional buildings under construction in northwest Cook County including North 680 in Schaumburg and Buckingham Place in Des Plaines. Both of these locations lack the downtown accessibility and walkability similar to the subject.

**Housing Inventory:** Appraisal Research Counselors has been tracking apartment development in the suburbs for over 40 years. In total, 22,776 units were added to the market between 1996 and 2016 for an average of 1,085 units per year. Northwest Cook County, which is the subject property's submarket, has had incredibly little new apartment construction during this 21 year period, with only 574 units delivered. Combined with the number of condo conversions that occurred in the market, the supply of rental units has actually seen a notable decline since 1996, although there has been an increase in new development activity since 2013. There are an additional 3,240 units under construction as of the 4<sup>th</sup> quarter 2016 and planned for delivery in 2017 and 2018. 462 units of the 3,240 units are located in the Northwest Cook County market. There are an additional 1,612 units in various stages of planning for Northwest Cook County.

**Renter Profile:** The subject property is situated in a submarket which has experienced limited new rental apartment construction in recent years. Very little apartment development occurred in the overall Chicago suburban market between 2004 and 2012. Only within the last two years has new product come onto the market in the Northwest Cook submarket. These new developments include One Arlington in Arlington Heights and Northgate Crossing in Wheeling. Additionally, there are two projects currently under construction. North 680 is located in Schaumburg and Buckingham Place is located in Des Plaines. Thus, persons who are employed in the Northwest Suburbs had limited new Class A apartment options until very recently. Persons desiring a luxury apartment within close proximity of employment within Schaumburg or Rosemont would need to travel significant distances to find a newly constructed, Class A rental apartment development. We note that while Des Plaines' Kingston Pointe and River 595 are located in Northwest Cook, these buildings were originally planned as condominiums.

The subject's location within downtown Arlington Heights would be appealing to both persons with or without use of a car. There is a grocery store within walking distance. The Metra station is also within walking distance. There are numerous restaurants in downtown Arlington Heights. Thus, the location would appeal the elderly empty nesters who would want a walkable suburban downtown location.

It is anticipated that the renter profile will be comprised of persons who work in the area, commute via train or I-90, I-290, or I-294 or couples who work in different parts of the metropolitan area and require a location which is centralized for their individual commutes. With the proximity to the O'Hare and Schaumburg office markets, and the multitude of other employment opportunities available via the highway network, this is a rather central location for a person working in the northwest suburban market.

We also view the demand for this location to be from persons who have a connection to Arlington Heights. It is also a location which could also appeal to persons in transition – i.e. moving locally or transferees, persons in the process of obtaining a divorce, divorced parents, or active grandparents relocating to be closer to their adult children and grandchildren and desiring a new construction rental apartment.

### Competition Overview:

The subject will compete with other developments also located within the Northwest Cook submarket and more specifically those located within Arlington Heights and the surrounding communities including Schaumburg, Wheeling and the North Shore communities of Glenview and Deerfield. The competition is driven mostly by location rather than age of the complex although we have included some newer developments in the North Shore market as alternatives. However, the developments which are in the Northwest Cook market and new/renovated will be most competitive with the subject's new construction units.

Seventeen properties comprising of 3,421 units were identified as providing potential competition to the subject units. Of the 17 properties, two are older buildings which have been renovated and are located within Downtown Arlington Heights.

The following is a summary of the competitive properties:

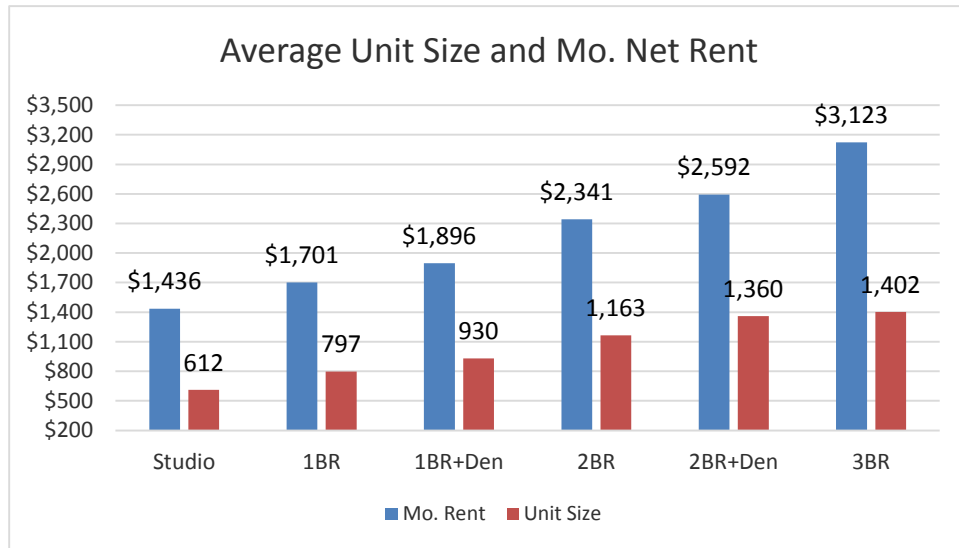
### Rental Survey Summary

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| MD No.                        | Name                      | Address                    | Suburb                   | Total Units  | Date Built      | Avg Size (SF) | Quoted Rent PSF | Net Rent PSF  | Occup.       |
|-------------------------------|---------------------------|----------------------------|--------------------------|--------------|-----------------|---------------|-----------------|---------------|--------------|
| <b>Subject</b>                | <b>45 S. Chestnut</b>     | <b>45 S. Chestnut</b>      | <b>Arlington Heights</b> | <b>86</b>    | <b>Proposed</b> | <b>907</b>    |                 | <b>\$2.36</b> |              |
| 1                             | Aloft at Glen Town Center | 1991 Tower Drive           | Glenview                 | 181          | 2004            | 1,141         | \$2.12          | \$2.12        | 97.2%        |
| 2                             | Amli Deerfield            | 1525 Lake Cook Rd          | Deerfield                | 240          | 2015            | 941           | \$2.31          | \$1.93        | In lease-up  |
| 3                             | Deerfield Village Centre  | 625 Deerfield Road         | Deerfield                | 56           | 2000            | 1,059         | \$1.98          | \$1.81        | 85.7%        |
| 4                             | Dunton Tower              | 55 South Vail              | Arlington Heights        | 216          | 1986            | 902           | \$1.70          | \$1.70        | 90.7%        |
| 5                             | Elmhurst 255              | 255 N. Addison Ave         | Elmhurst                 | 190          | 2016            | 956           | \$2.57          | \$2.37        | In lease-up  |
| 6                             | Hancock Square            | 200 North Arlington Hts Rd | Arlington Heights        | 409          | 1988            | 849           | \$2.00          | \$2.00        | 96.3%        |
| 7                             | Kingston Pointe           | 1646 River St              | Des Plaines              | 144          | 2009            | 1,203         | \$1.69          | \$1.69        | 93.1%        |
| 8                             | Midtown Square            | 998 Church St              | Glenview                 | 138          | 2014            | 920           | \$2.43          | \$2.43        | 85.5%        |
| 9                             | Northgate Crossing        | 250 Northgate Pkwy         | Wheeling                 | 288          | 2016            | 924           | \$1.85          | \$1.85        | In lease-up  |
| 10                            | Northshore 770            | 770 Skokie Blvd            | Northbrook               | 347          | 2016            | 992           | \$2.63          | \$2.43        | In lease-up  |
| 11                            | One Arlington             | 3400 W. Stonegate Blvd     | Arlington Heights        | 214          | 2014            | 936           | \$2.01          | \$2.01        | 95.8%        |
| 12                            | Park 205                  | 205 W. Touhy               | Park Ridge               | 115          | 2015            | 975           | \$2.44          | \$2.44        | 93.0%        |
| 13                            | Reserve at Glenview       | 195 N. Waukegan Rd         | Glenview                 | 239          | 2015            | 1,013         | \$2.30          | \$2.03        | In lease-up  |
| 14                            | River 595                 | 595 S. River Rd            | Des Plaines              | 60           | 2011            | 1,397         | \$1.66          | \$1.41        | 90.0%        |
| 15                            | Tapestry Glenview         | 2550 Waterview Dr          | Glenview                 | 290          | 2014            | 887           | \$2.22          | \$2.14        | 92.1%        |
| 16                            | The Parker                | 500 N. Northwest Hwy       | Park Ridge               | 46           | 2016            | 1,206         | \$2.07          | \$2.07        | 95.7%        |
| 17                            | Woodview                  | 15 Parkway North Blvd      | Deerfield                | 248          | 2015            | 965           | \$2.43          | \$2.04        | 87.1%        |
| <b>Total/Weighted Average</b> |                           |                            |                          | <b>3,421</b> |                 | <b>969</b>    | <b>\$2.19</b>   | <b>\$2.08</b> | <b>71.8%</b> |

| Unit Type            | # of Units   | %           | Avg. SF    | Quoted         |               | Effective      |               |
|----------------------|--------------|-------------|------------|----------------|---------------|----------------|---------------|
|                      |              |             |            | Avg. Rent      | Rent PSF      | Avg. Rent      | Rent PSF      |
| Studio               | 183          | 5%          | 612        | \$1,477        | \$2.41        | \$1,436        | \$2.35        |
| 1BR                  | 1,460        | 43%         | 797        | \$1,786        | \$2.24        | \$1,701        | \$2.13        |
| 1BR+Den              | 287          | 8%          | 930        | \$1,972        | \$2.12        | \$1,896        | \$2.04        |
| 2BR                  | 1,306        | 38%         | 1,163      | \$2,460        | \$2.11        | \$2,341        | \$2.01        |
| 2BR+Den              | 132          | 4%          | 1,360      | \$2,891        | \$2.13        | \$2,592        | \$1.91        |
| 3BR                  | 53           | 2%          | 1,402      | \$3,253        | \$2.32        | \$3,123        | \$2.23        |
| <b>Weighted Avg.</b> | <b>3,421</b> | <b>100%</b> | <b>969</b> | <b>\$2,107</b> | <b>\$2.19</b> | <b>\$2,004</b> | <b>\$2.08</b> |





Of the 17 properties, 12 are stabilized and 5 are in lease-up.

Dunton Tower and Hancock Square have the most comparable locations compared to the subject. Both are located within downtown Arlington Heights and offer similar proximity and accessibility to the nearby amenities. However, these properties were built in the late 1980s and while renovated are not able to command the same rent premiums as the new construction product available.

Deerfield Village Centre, Elmhurst 255, Kingston Pointe, River 595, Midtown Square, and Park 205 are also located within their towns' downtown areas and offer similar proximity and accessibility to restaurant and retail amenities as well as a Metra station. The Reserve at Glenview is not located within the downtown area but is adjacent to a Mariano's grocery store and offers a walkable location to the Metra station. Aloft at Glen Town Center offers excellent proximity to shopping and restaurants but is nearly one mile from the Metra station. Amlis Deerfield is not close to a train station and is situated along a major commercial thoroughfare. Thus, this is not a pedestrian friendly location. Northshore 770 is located next to a Mariano's grocery store and while accessibility to the Edens Expressway is excellent, it is not within walking distance of a Metra station. This is similar to Tapestry Glenview which is also next to a Mariano's but lacks the walkable Metra access. Northgate Crossing which is located in Wheeling is within walking distance to a Metra station, but the location lacks the ambience of a downtown location. The Parker in Park Ridge is located just outside of the downtown area but is within 3/4 mile of the Metra station. One Arlington is also located in the western section of Arlington Heights. This location is outside of the downtown core and approximately three miles west near Route 53. The location is within a 10 minute walk of a secondary (non-downtown) Metra station but the location lacks the walkable amenities within downtown Arlington Heights.

Kingston Pointe, River 595 and The Parker offer more limited amenities. Kingston Pointe and River 595 were originally designed as condominiums while The Parker is a smaller property which tends to offer more limited amenities. Most of the newer developments include swimming pools. Aloft at Glen Town Center, Deerfield Village Centre, Midtown Square, and One Arlington as well as the three buildings previously discussed do not offer a swimming pool. Some of these were built prior to the most recent wave a development in the early 2000s or contain fewer units. It is more common to find a smaller building without a pool. With a larger development, a pool would be a very desirable

and marketable feature to residents. Many of the buildings include clubrooms with lounge areas or game areas and kitchens. These are popular amenities.

Overall, the rents at Dunton Tower, Hancock Square, Kingston Pointe and River 595 will represent the lower end of the market due to their age. Kingston Pointe and River 595 also have more limited amenities and will subsequently also be lower. The unit sizes at both of these developments are larger than typical since they were developed as condominiums which results in rents on a per square foot basis well below the subject.

Elmhurst 255, Northshore 770, Midtown Square and Park 205 represent the upper end of the market range. These developments are recently constructed, have excellent locations and offer the latest finishes and good amenities. With only 86 units, the subject will be limited on the potential rent premiums with the more modest amenity package resulting from the smaller building size.

Garage parking is available at all the competitive projects. Parking is located within common garages at all the developments except for Northgate Crossing and The Parker. Northgate Crossing has individual garages built into the first floor of each building while the Parker has detached garages. The parking rates at Northgate Crossing are higher than the rest of the projects given the private garages. Both Hancock Square and Dunton Tower have lease agreements with the Village of Arlington Heights for parking spaces within an adjacent public garage. Leasing agents at both of these developments indicated demand is less than 1:1. Additionally, given their locations, the leasing agent at Hancock Square noted that all the surrounding streets have hourly parking resulting in any resident having a car needing a parking space. The Hancock Square leasing agent indicated they have a total of 445 parking spaces for the 409 units indicating a parking ratio of 1.1:1. The leasing agent noted that approximately 15 tenants don't have cars and thus don't require a space and that there are plenty of spaces if tenants required a second or even third space. The leasing agent at Dunton Tower reported that approximately 60-70% of the residents lease parking and according to him there has never been an issue of lack of parking for their residents.

At One Arlington there are 313 garage spaces located on two parking levels. While there is some surface parking onsite, this is for visitors. Thus, tenants desiring parking will need to lease it. The leasing agent reporting that nearly all the tenants take at least one space with approximately half of the tenants requiring a second space.

Elmhurst 255 is currently in lease-up. The building has an approximate 2:1 parking ratio. The leasing agent described the street parking as "tough". She indicated that approximately 90% have elected to rent spaces in the garage while the remaining use the street. She indicated that of the 108 leases they have signed to-date (through March 21, 2017), 103 parking spaces are rented. She also indicated that most of the two-bedroom units have only rented one parking space.

Midtown Square in Glenview also has a downtown location which is within walking distance to the Metra and retailers/restaurants. For the 138 units, there are only a total of 86 garage parking spaces (a parking ratio of .6:1). The garage spaces are an additional charge and the leasing agent reporting there are maybe a handful of available spaces. There are also surface spaces which are free and are shared with the commercial tenants/customers. The leasing agent did not know how many surface spaces there are but did report there have been some complaints from tenants during high customer traffic times associated with the yoga studio tenant on-site.

Occupancies are steady in the developments competitive with the subject property, with occupancies throughout the Chicago suburbs averaging over 95% and occupancies in the competing, stabilized survey properties ranging from 85.5% to 97.2%.

**Critique of the Unit Mix & Layouts:** The property is proposed with one and two bedroom unit types with sizes of 715 to 1,290 with an average of 907 SF. Overall, the building provides a more limited unit mix, but there are a variety of unit sizes within each type. The interior unit layouts were not provided; however we suggest that all the two bedroom units include at least two bathrooms including one attached to the master bedroom. Split bedroom arrangements are also very popular providing some privacy for each bedroom.

Open kitchen, living and dining rooms are desirable features and typical in newly constructed buildings. A kitchen island can double as additional eating or work space eliminating the need for a separate dining room. These are particularly desirable in the smaller layouts.

We suggest that the unit layouts include walk-in closets in at least the master bedroom and good closet space throughout the remaining bedrooms and near the unit entry.

**Critique of the Unit Finishes:** The unit finishes were reported to be consistent with Class A luxury developments. We agree with the level of finish and recommend the following finishes:

*Kitchens:* a contemporary cabinet, stainless steel appliances, granite or quartz counter tops, tile backsplash and undermount sink.

*In-unit washer dryer:* A washer and dryer in each unit, a necessity in the market. Typically, this will be a full-size, side by side or stacked unit.

*Flooring:* The current trend for the entry, kitchen, and living room flooring is some sort of wood finish, whether hardwood or a laminate/vinyl plan flooring (faux wood) that has the appearance of wood. Bedrooms are typically carpeted although we are also seeing a recent trend towards using the same flooring throughout the entire unit, including the bedrooms.

*Baths:* Bath finishes should be upgraded ceramic tile/stone floor and tub/shower surrounds with contemporary finishes, which is what is standard in the market. Mirrors, vanities, and accessories etc. should be good quality and good design.

*Balconies:* Balconies are a standard amenity in nearly all suburban developments. We suggest balconies for all units.

*HVAC:* HVAC, water, sewer, and trash costs will be passed on to the residents.

*Ceiling:* Ceilings should have drywall finishes and be 9' in height. A 10' ceiling height is not necessary.

Overall, these finishes will meet the expectations of luxury renters in the market.

### **Recommendations for the Common Area Amenities:**

The amenities are reported to include a fitness center, clubroom and outdoor deck. The outdoor deck will include a fire table, pergola, grilling area and seating areas. Given the smaller size of the proposed development this list appears to be typical of smaller buildings.

Leasing staff at rental properties comment that business centers tend to be highly desired by tenants. Given the smaller size of the subject building, the business center could be incorporated into the clubroom with outlets available for tenants to work at tables throughout the space.

Indoor parking should also be provided, although it does not need to be a heated garage. While within downtown Arlington Heights, it is expected that most tenants will own a car. These spaces should be rented at an additional charge per month. The charge will ultimately depend on the number of spaces that are constructed. The architectural plans indicate 94 parking spaces or a ratio of 1.09 spaces per residential unit. This appears to be over adequate based on conversations with leasing agents at the other two downtown Arlington Heights properties. Dunton Tower estimated that only 60%-70% of the residents lease parking while Hancock Square commented that only 15 of the residents do not lease parking and that there is plenty of additional parking spaces should tenants desire a second space. The leasing agent at Hancock Square noted that the limited hourly parking necessitates residents leasing a parking space. Conversations with other leasing agents at other buildings indicate demand of approximately 1:1 to 1.5:1. The upper end of the range is for One Arlington which is outside of a downtown location; however. The parking count is also a function of the unit mix and demographics of the tenants. A mix more heavily weighted to two-bedroom units will most likely require a higher parking ratio since many of these will be leased by couples or roommates versus a one-bedroom which has a greater percentage of single occupants. The age of the residents will also affect the demand. We expect demand from young professionals as well as empty nesters. Of the empty nesters, we expect less demand from seniors/elderly who are less likely to own car. We would anticipate that parking demand could average approximately 1.0 to 1.25 spaces per unit, indicating that the proposed parking facilities may be slightly light given the subject property's location and unit mix. However, with the availability of a large city parking garage adjacent to the proposed property, it is anticipated that any potential overflow parking demand could be accommodated in this other garage and that the on-site parking, as currently designed, will be adequate.

An additional charge of \$75 is suggested for the garage spaces.

**Recommended Units and Rents (average):** Based upon our survey of rental properties which provide alternatives to the subject units, we have recommended average rental rates on a per unit per month basis which equate to approximately **\$2.36 psf in current dollars (as of March 2017)**. The actual rents on a chunk (per unit) basis is really what is focused on by renters in the market, and the monthly per unit rents which are projected below reflect the amenities, finishes, and new construction features of the proposed units.

We are projecting rent annual increases of 2% over the next two years, or rents of approximately **\$2.46 psf at the time of projected occupancy in 2019**. This is consistent with the past year history for the Class A suburban market which experienced a 6.7% year over year increase. The entire suburban market (Class A, B & C) showed a 3.7% year over year increase and a 7.8% increase over the past two year period. We expect rent growth to continue trending upward in the near term for the



overall suburban market due to demand fundamentals, occupancy levels and limited new supply in most markets.

| Unit Type    | Developer Unit Mix |             |                  |            |               | ARC Suggested Rent<br>(current 2017 dollars) |               |                  |
|--------------|--------------------|-------------|------------------|------------|---------------|----------------------------------------------|---------------|------------------|
|              | No. Units          | Percentage  | SF Range         | Avg SF     | Total SF      | Avg Rent                                     | PSF           | Total Rent       |
| 1BR          | 44                 | 51%         | 715-880          | 762        | 33,528        | \$1,825                                      | \$2.40        | \$80,300         |
| 2BR          | 42                 | 49%         | 934-1,290        | 1,058      | 44,436        | \$2,475                                      | \$2.34        | \$103,950        |
| <b>Total</b> | <b>86</b>          | <b>100%</b> | <b>715-1,290</b> | <b>907</b> | <b>77,964</b> | <b>\$2,142</b>                               | <b>\$2.36</b> | <b>\$184,250</b> |

It is also assumed that the utility charges will be paid by the residents, as is typical of newer properties in the overall market. Parking has also been estimated at **\$75 per month** which is consistent with most of the buildings in the market. It is expected that these projections will be further refined as a development plan for the subject site is formulated.

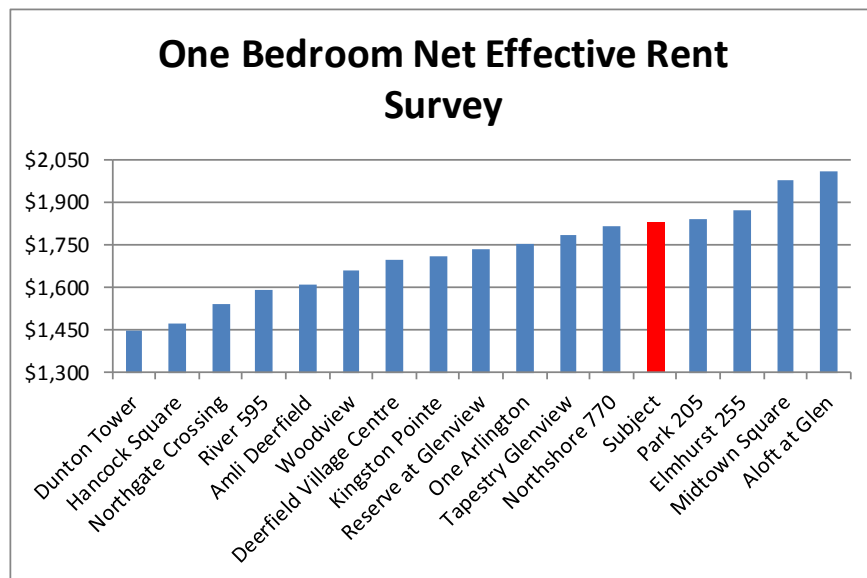
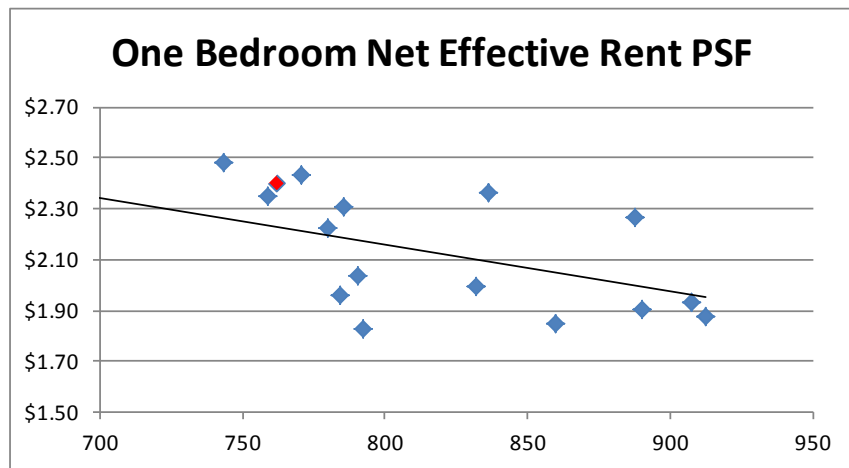
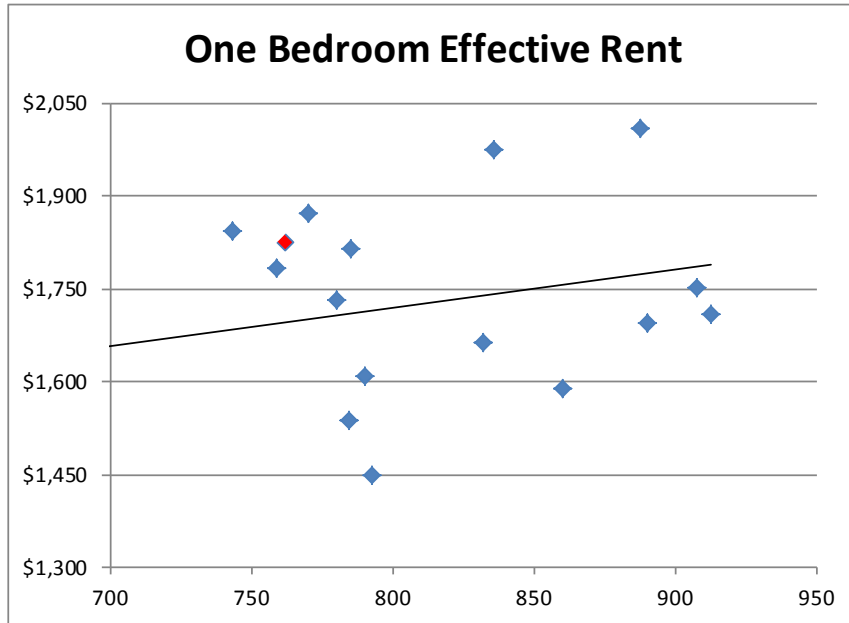
**Estimated Absorption:** The subject units will be facing limited direct new construction competition. There are two projects under construction, North 680 and Buckingham Place. North 680 is located in Schaumburg on Algonquin near Quentin Road. This 192-unit development will include one and two bedroom units including two-bedroom townhomes with private garages built into the first floor of the buildings. Pre-leasing is underway. It is across from Motorola's former Schaumburg campus. While the location has excellent access to the interstates and Schaumburg office campuses, it lacks the downtown location. In Des Plaines, Buckingham Place is under construction on the former Littlefuse site at 800 E. Northwest Highway. Construction began on this 5-story, 270-unit development in December 2016. The location is outside of the downtown boundaries and lacks the downtown appeal. While there are other units in the pipeline for future development, no other projects are currently under construction.

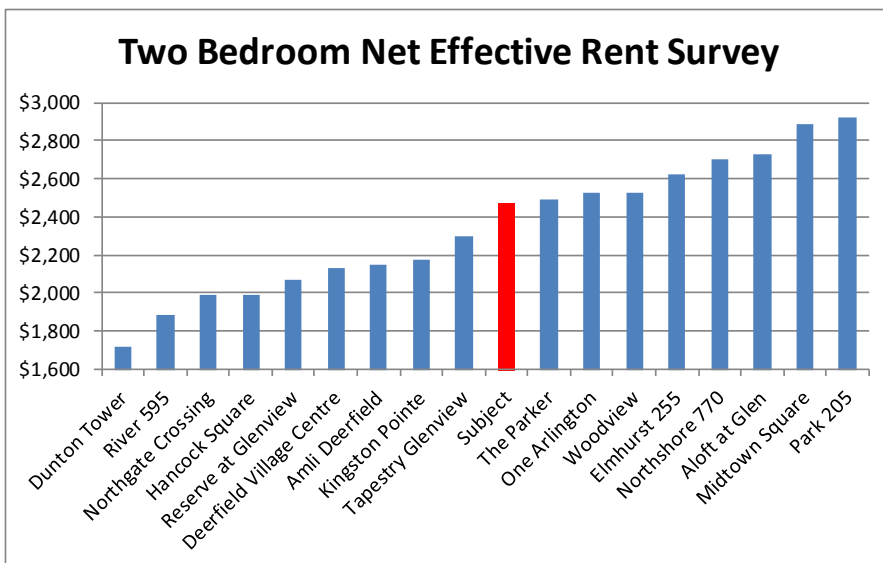
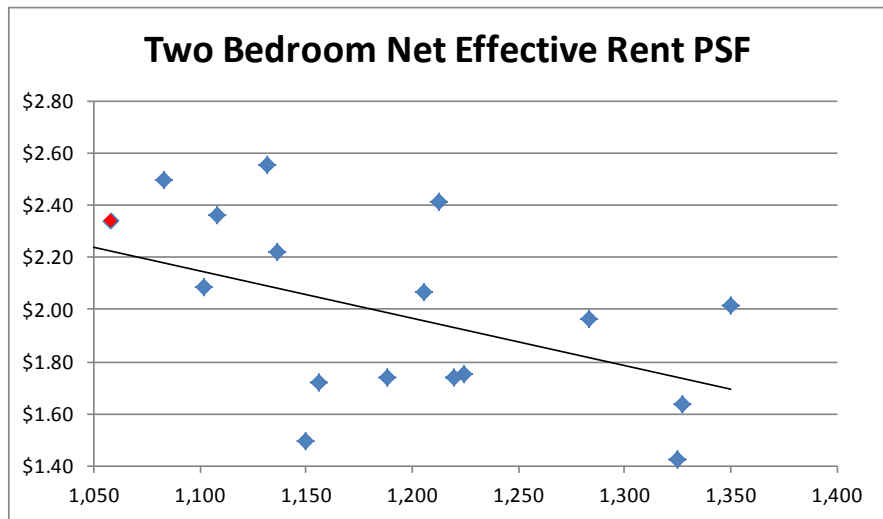
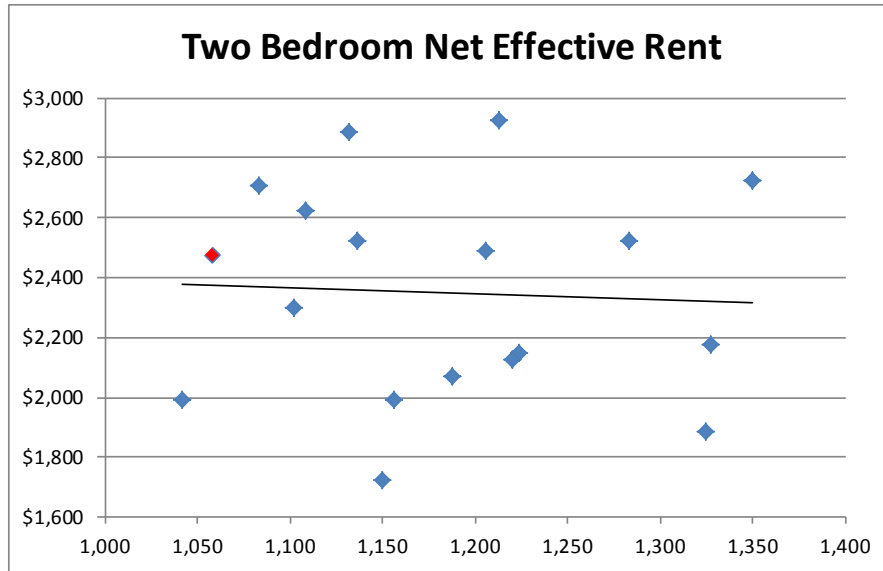
Northgate Crossing in Wheeling is the only other Northwest Cook property currently in lease-up. This property is expected to at stabilized levels when the subject would deliver.

Amlie Deerfield, Elmhurst 255, Northshore 770, and Reserve at Glenview are also currently in lease-up. These projects are also expected to be close to or at stabilized levels by the time the subject starts leasing units.

Overall, we have projected the lease-up of the property at a pace of 10 to 12 units per month, achieving stabilized occupancy within approximately 7 to 9 months for an 86-unit development.

The following graphs show our rent and size conclusions in relation to the comparables. The subject is shown in **Red**.







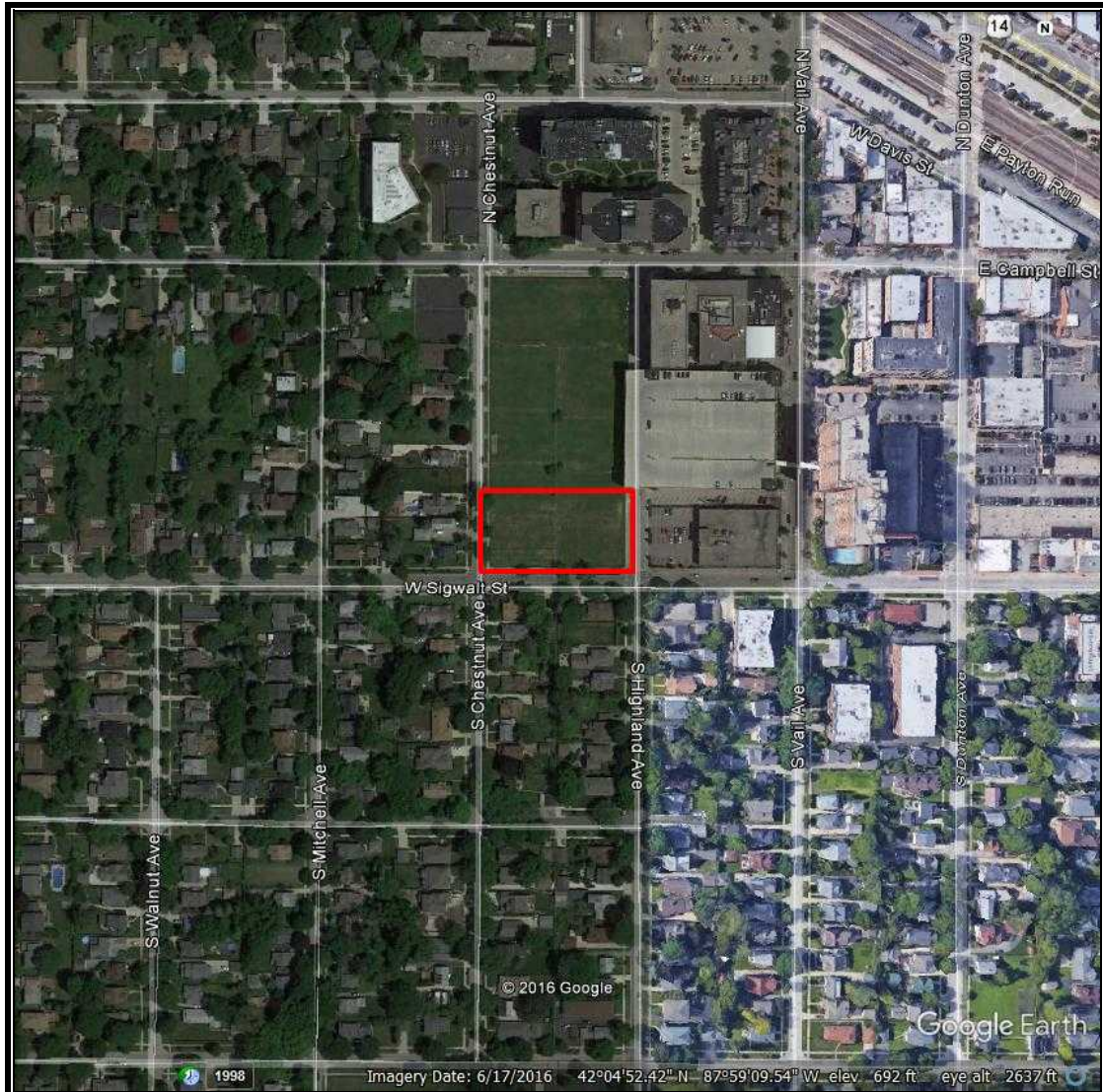
**Location Map**





*Downtown Arlington Heights Map*



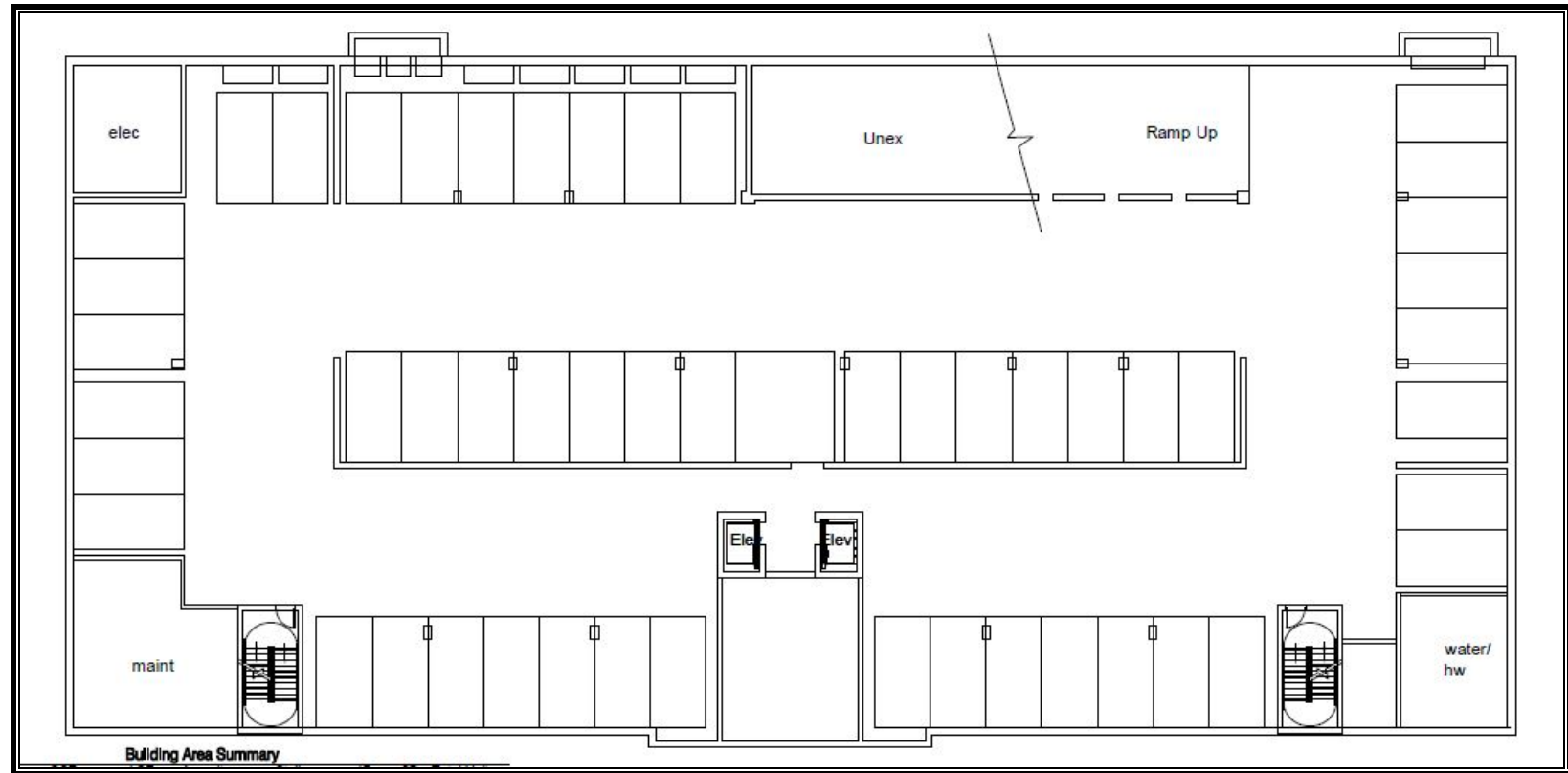


*Neighborhood Map*



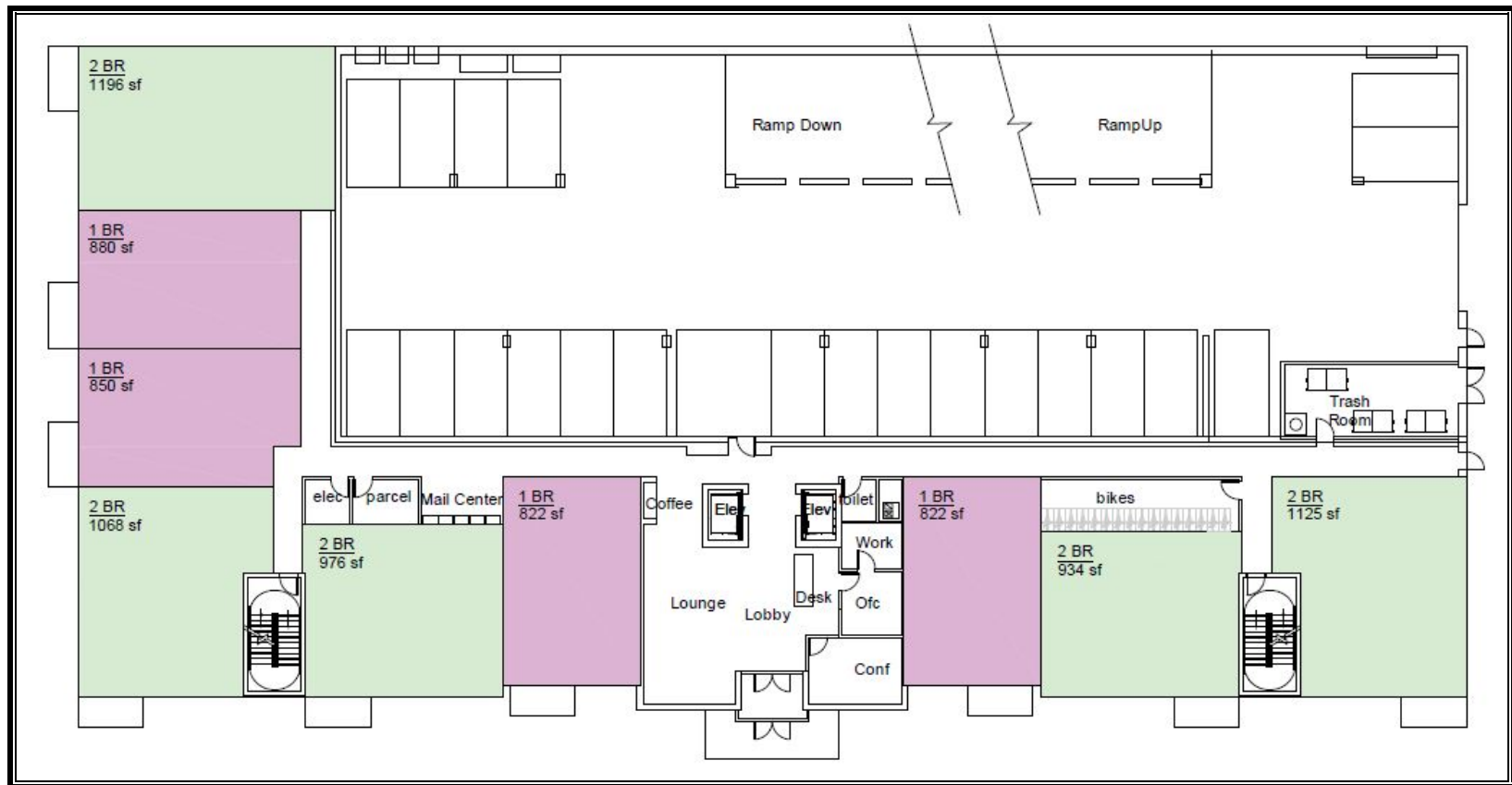
*Rendering of Sigwalt Apartments*

The following are floorplans dated January 18, 2016 completed by HKM Architects and Planners, Inc.

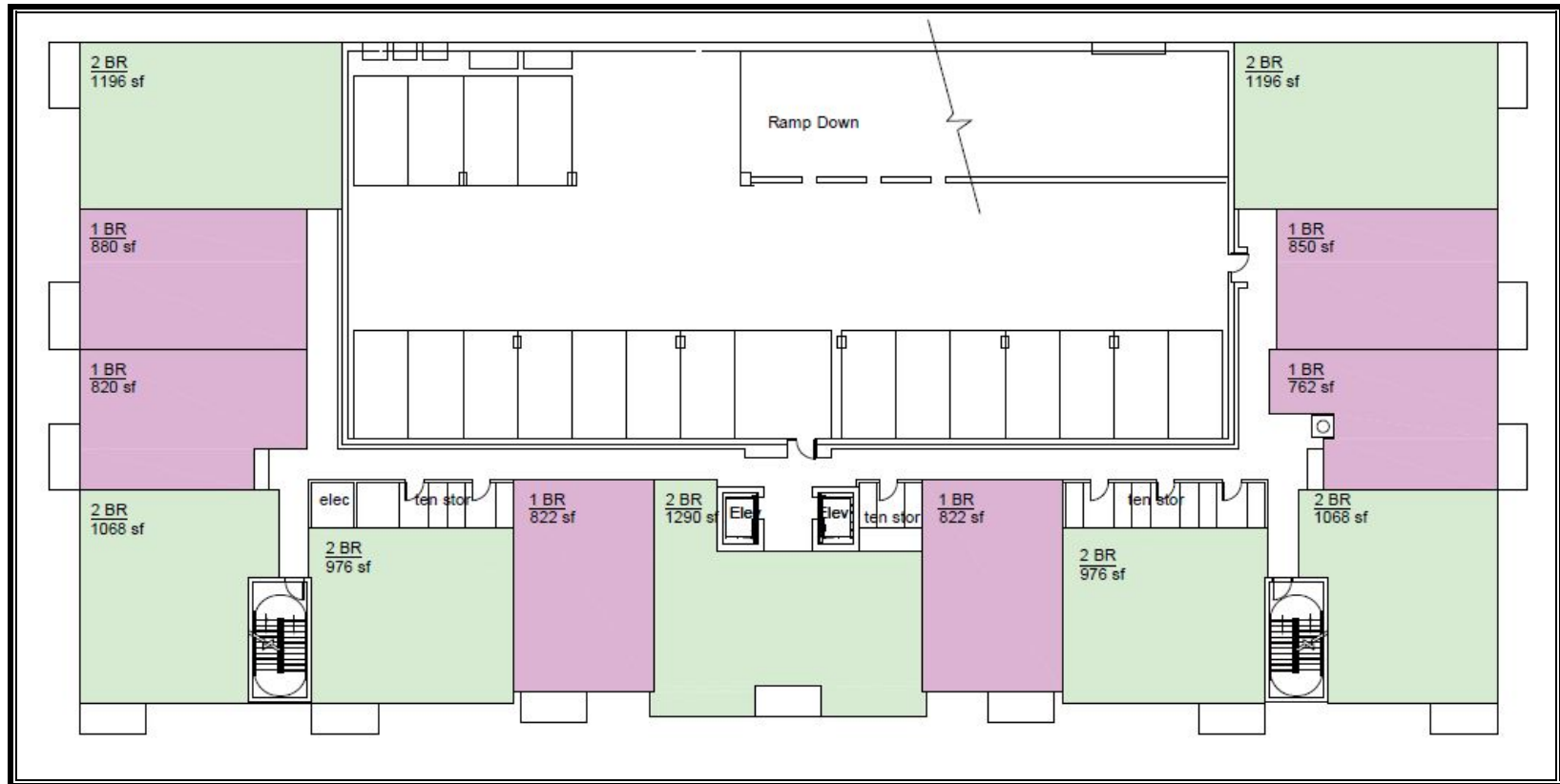


***Basement***

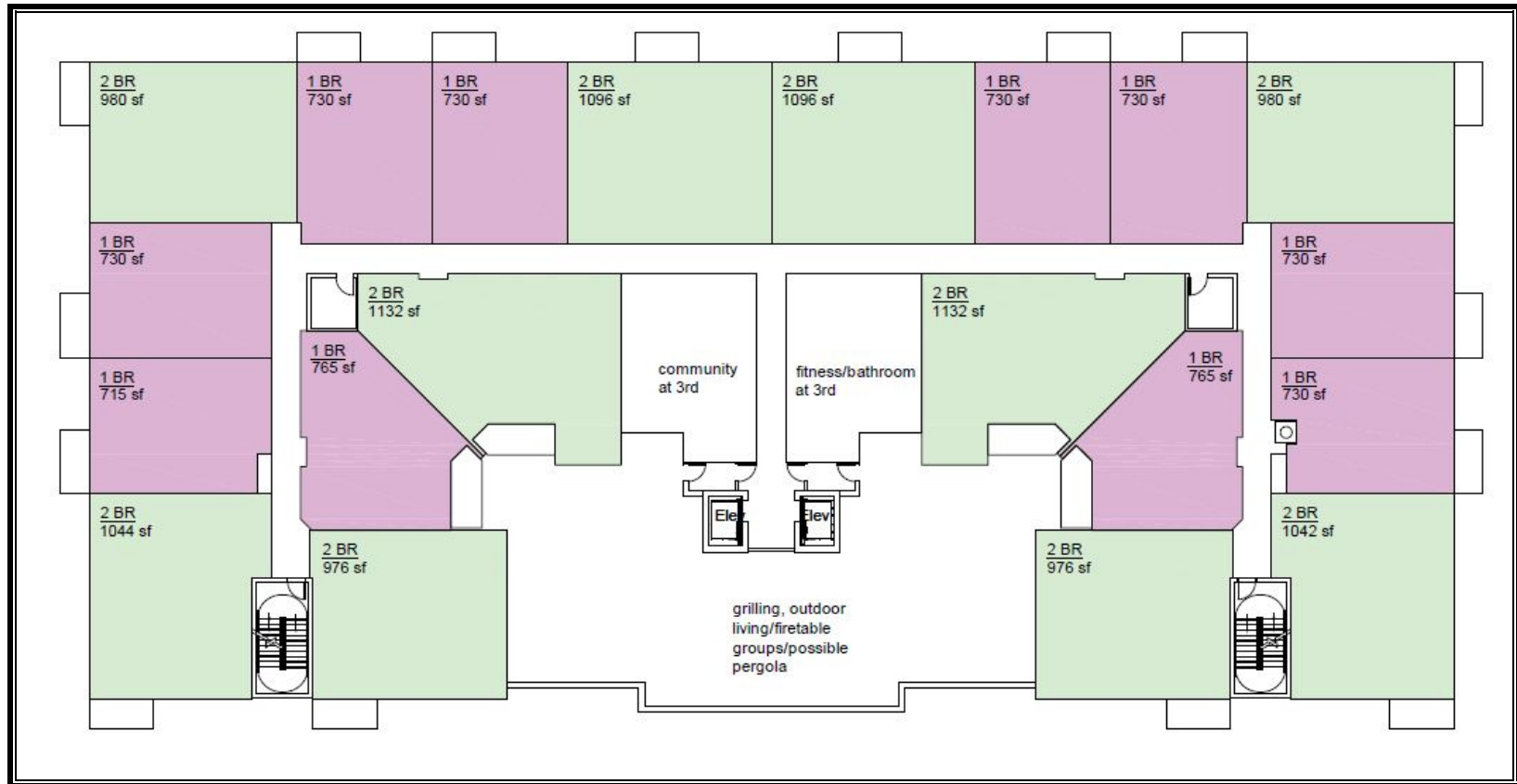




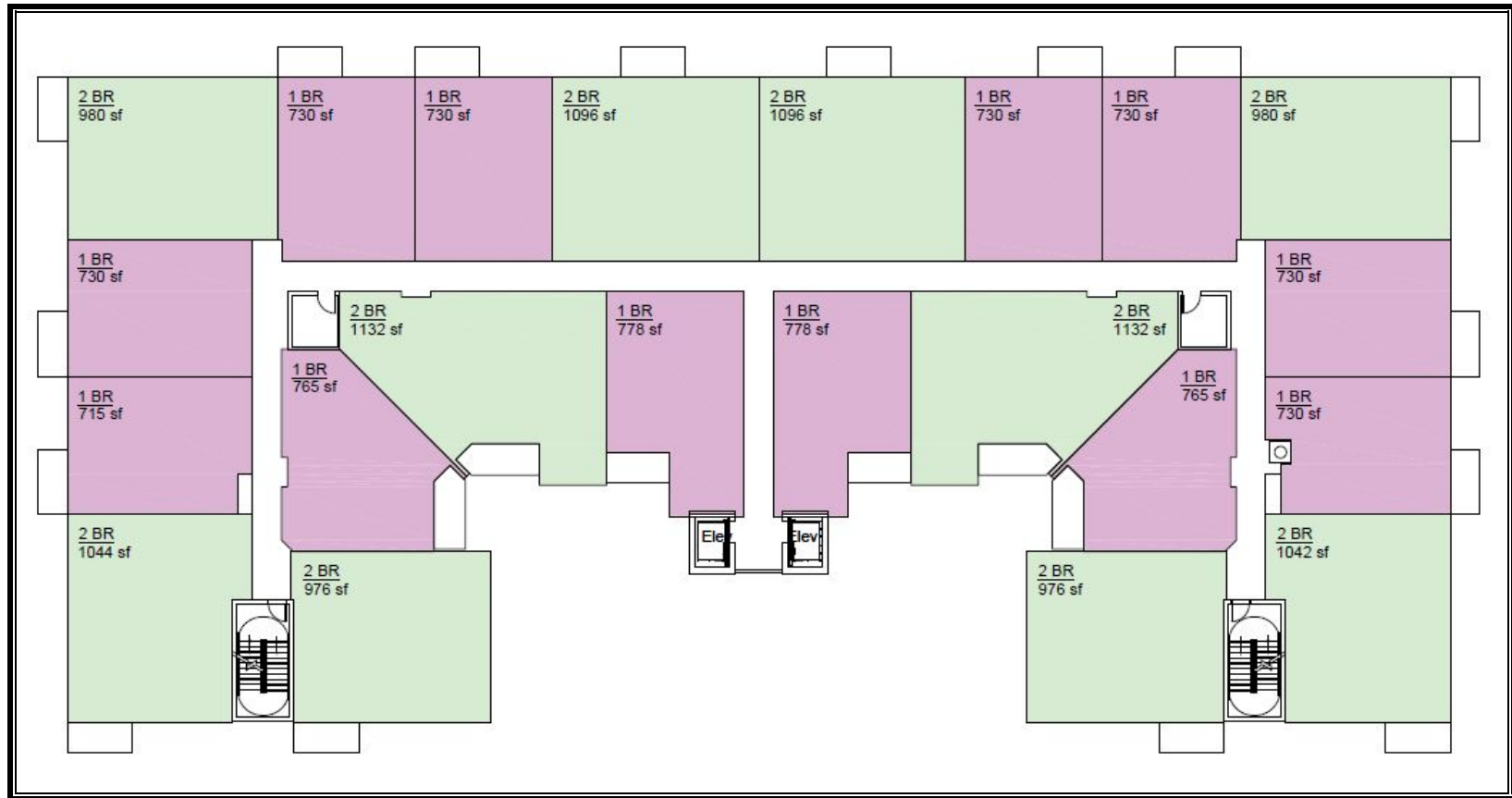
***1<sup>st</sup> Floor Plan***



*2<sup>nd</sup> Floor Plan*



***3<sup>rd</sup> Floor Plan (including amenities)***

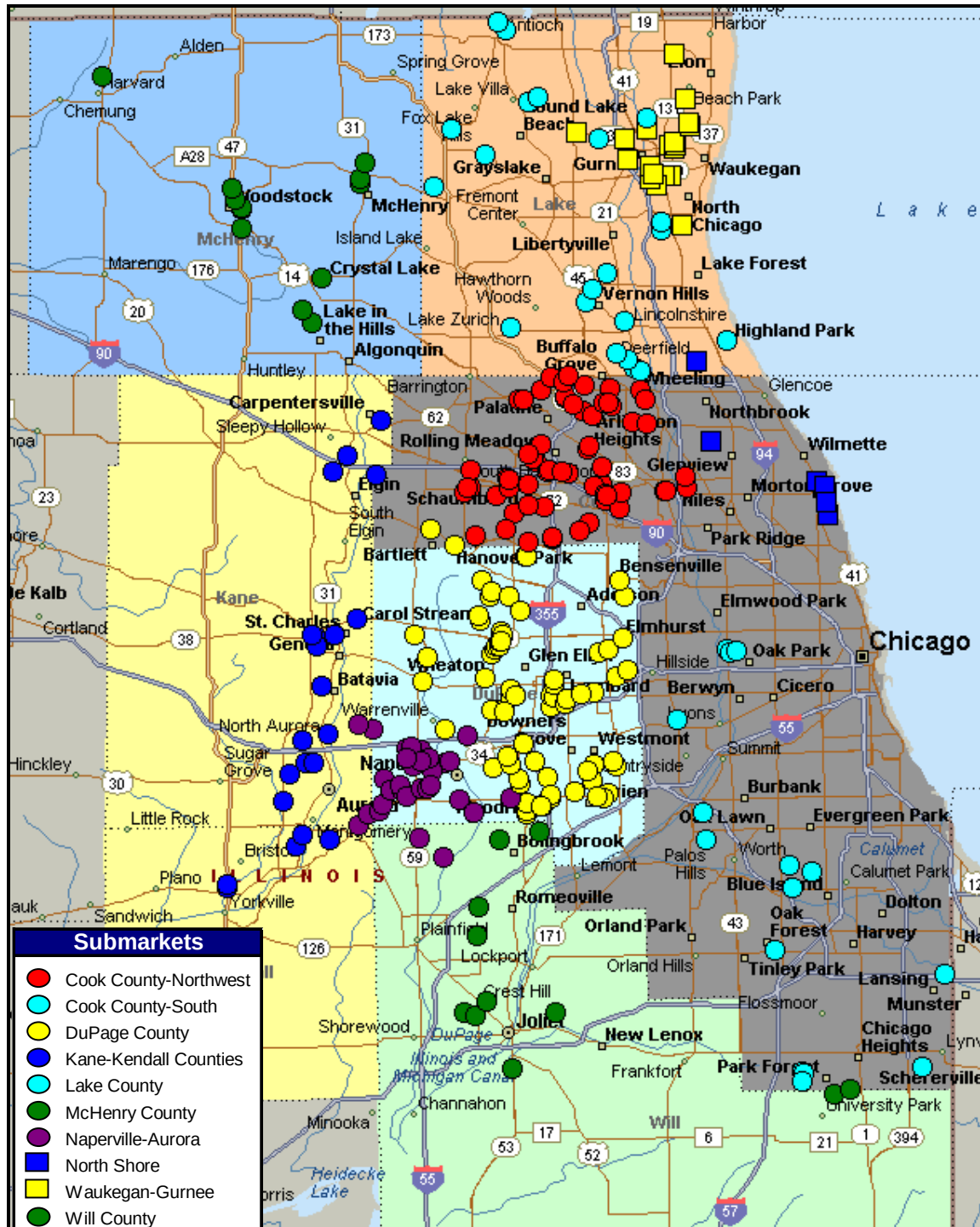


*4<sup>th</sup> & 5<sup>th</sup> Floor Plans*



## SUBURBAN CHICAGO APARTMENT MARKET OVERVIEW

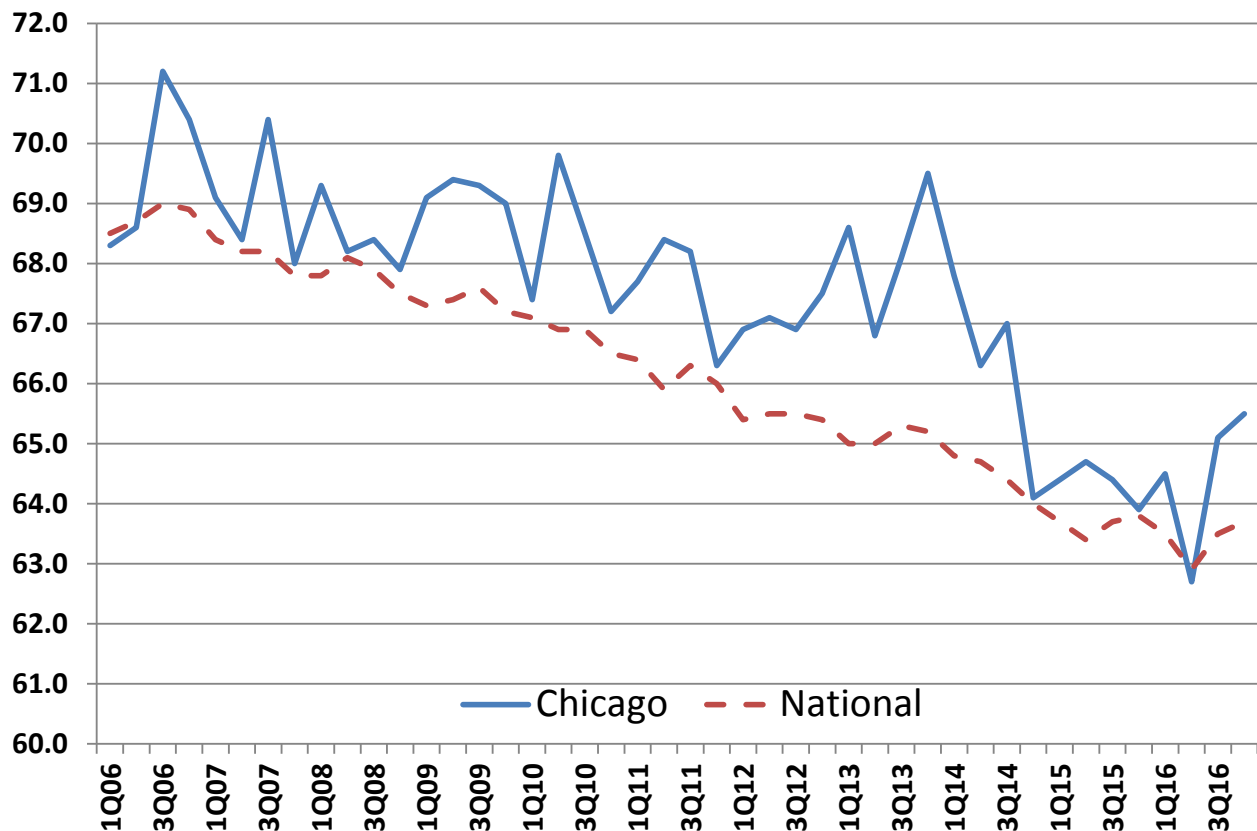
**Market area defined.** The Suburban Chicago market is defined as including Cook, Lake, McHenry, Kane, Kendall, DuPage and Will counties. Properties located within the city of Chicago are of course excluded from the survey.



**Survey property profile.** Our database for the Suburban Chicago market area includes 300+ complexes with a total of over 90,000 dwelling units indicating an average development size of just over 300 units. Our survey includes virtually every major apartment community developed since 1995 plus older developments (primarily post-1970) throughout the MSA. The data was gathered by direct contact with on-site staff.

**Demand drivers.** As the economy rallied in 2004-2007, demand for apartments increased. Recessionary pressures caused a market decline in 4q07 through 2q09; however, performance improved dramatically thereafter. Rental demand is being driven by instability in the for-sale housing market, the inability to obtain a mortgage due lack of down payment, debt to income ratios (including the impact of student loans) and/or credit issues. Homeownership rates throughout the region had been on a decline through year end 2011 but rose through 2013 – seemingly pointing to a turn in the market. With rising interest rates and a perception of rising values, there was a push for buyers to “get off the fence” and ownership increased through 2013. With the Dodd Frank lending rules starting in January 2014, obtaining a loan has become even more difficult due to increased underwriting requirements. Nationally, the rate continues to show a decline but with an upward bump in 3Q16. Each percentage point change equates to roughly 30,000 households in the Chicago MSA.

### Homeownership Rate – Chicago MSA vs. National



The market remains in flux but with a steady downward trend in ownership.

Revised BLS numbers for the Chicago MSA indicate positive employment growth; however, this has slowed in 2016:

| <b>Employment Change</b> |                      |
|--------------------------|----------------------|
| <b>Year</b>              | <b>Annual Change</b> |
| 2007                     | 37,417               |
| 2008                     | (28,425)             |
| 2009                     | (237,575)            |
| 2010                     | (44,842)             |
| 2011                     | 59,250               |
| 2012                     | 71,208               |
| 2013                     | 68,275               |
| 2014                     | 66,417               |
| 2015                     | 78,008               |
| 2016                     | 59,167               |

The unemployment rate for the Chicago MSA is 5.3 percent (National, 4.6 percent) as of November 2016. The national unemployment rate for 25+ year olds with a bachelor's degree has been holding proximate to 2.3 percent. While the MSA unemployment rate declined notably since early 2014 from a high of almost 9 percent, details behind the data suggest a much higher unemployment rate when discouraged workers and part time employment are factored into the equation.

**Rent Trends & Concessions.** Median net rent per square foot is at \$1.39 which is up 3.7 percent from a year ago and accompanied by stability in occupancy. One bedroom units have a median net rent of \$1,135 per month while two bedrooms are at \$1,357. Compared to two years ago, net rent growth has amounted to a positive 7.8 percent. We expect rent growth to continue trending upward in the near term for the overall suburban market due to demand fundamentals, occupancy levels and limited new supply in most markets.

Concessions are a marketing tool used to react to current demand without the need for continually adjusting "market" rents. The percent of complexes offering concessions is roughly 20 which is fairly steady over the last several quarters. The amount of the concession, currently offered at just less than one month per lease year, has been flat over the past two years. Concessions are expected to remain in the market over the next year.

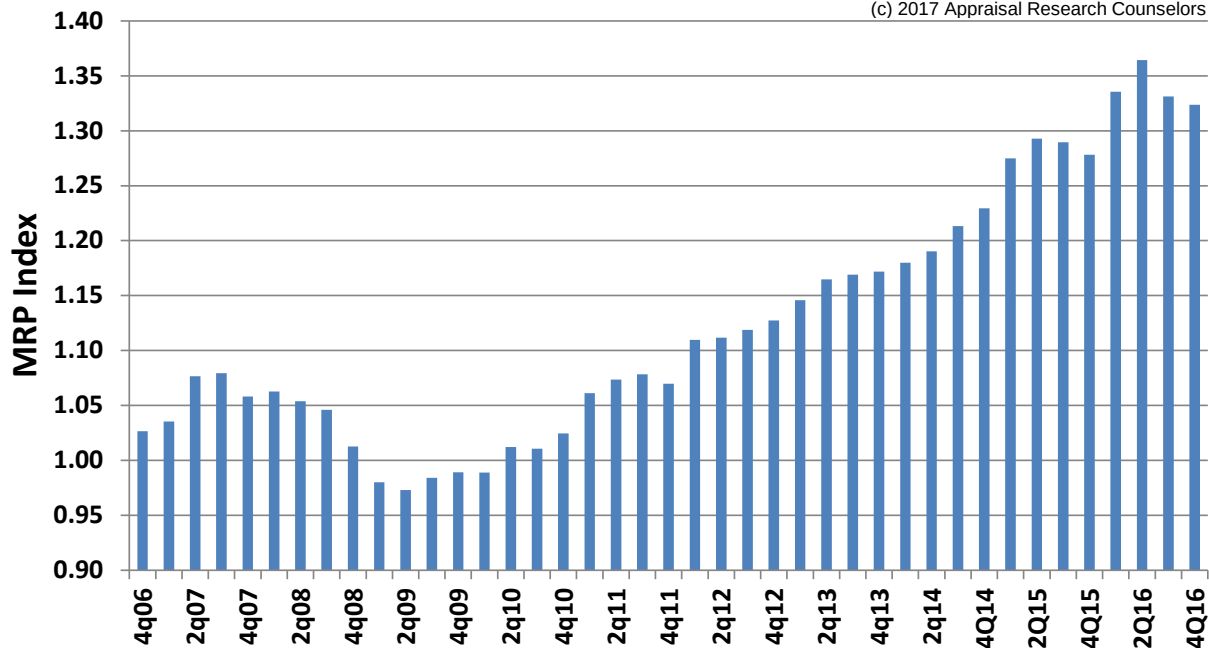
**Occupancy.** Physical occupancy is at 95.3 percent for the entire market – down 10bps from a year ago and flat compared to two years ago. At over 95 percent occupancy, the suburban market overall is considered "full" indicating pricing will continue to escalate in spite of the modest amount of new supply being added. We expect occupancy to remain steady in the near term with owners continuing to push rents in spite of the downward trend over the past two quarters.

**Market Revenue Performance.** Market revenue performance is a function of the product of net rent and occupancy.

## Market Revenue Performance

Net Rent PSF x Occupancy

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Market revenue performance for the overall suburban market remains strong. The modest downward trend through 4q15 was reversed in 1Q16 and put “back on trend”. The last two quarters show a slight pull back due primarily to occupancy.

**New construction/Communities in Lease-up.** Recent deliveries currently in lease-up are noted below.

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### Multi-Family Development in Lease Up - Suburban Chicago (by Submarket)

| Property                            | Submarket           | City        | Developer              | Status  | Units | Delivered |
|-------------------------------------|---------------------|-------------|------------------------|---------|-------|-----------|
| Northgate Crossing                  | Cook NW             | Wheeling    | Reva                   | Leasing | 300   | 2016      |
| Walnut Ridge                        | McHenry             | Woodstock   | Cunat                  | Leasing | 108   | 2016      |
| Reserve at Glenview                 | North Shore         | Glenview    | Focus/Atlantic         | Leasing | 238   | 2015      |
| AMLI Deerfield                      | North Shore         | Deerfield   | AMLI                   | Leasing | 240   | 2015      |
| Northshore 770                      | North Shore         | Northbrook  | Morningside            | Leasing | 347   | 2016      |
| The Main                            | North Shore         | Evanston    | O'Donnell              | Leasing | 112   | 2016      |
| Residences of Orland Park Crossing  | South Cook          | Orland Park | Reva                   | Leasing | 231   | 2016      |
| Vantage Oak Park                    | South Cook          | Oak Park    | LSI/Golub/Wood         | Leasing | 270   | 2016      |
| Wheaton Courthouse Square           | DuPage              | Wheaton     | Focus                  | Leasing | 149   | 2016      |
| Elmhurst 255                        | DuPage              | Elmhurst    | Morningside            | Leasing | 192   | 2016      |
| Apex 41                             | DuPage              | Lombard     | Glenstar               | Leasing | 181   | 2016      |
| Station Boulevard                   | Aurora - Naperville | Aurora      | Goel/TCCI              | Leasing | 417   | 2016      |
| Metro 59                            | Aurora - Naperville | Aurora      | Next Gen/Avgeris       | Leasing | 232   | 2016      |
| Springs at Weber Rd/Weber & Renwick | Will                | Romeoville  | Continental Properties | Leasing | 292   | 2016      |

There are also a number of projects under construction throughout the MSA. Details are presented in the Submarket and the Housing Supply sections.

Several of the projects we are tracking are mid-rise buildings on in-fill sites rather than traditional walk up complexes. These have been favored in redeveloping downtown areas where transit oriented



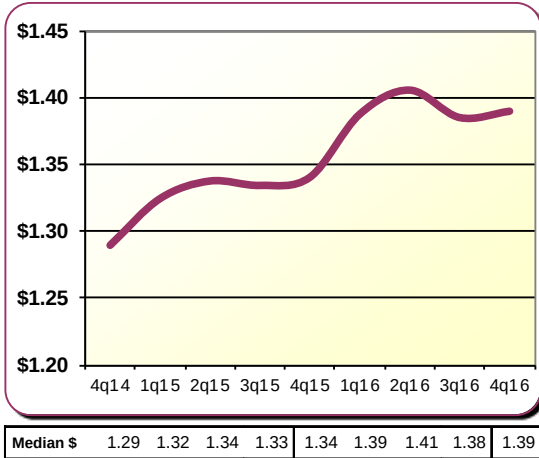
development is needed but the all in costs of construction of over \$250 per square foot or about \$275,000 per unit (wrap product) require fairly high rent levels for project feasibility. Walk up product cost is in the \$120,000-\$135,000 per unit range (not including soft costs or land).

In response to the inability to add new product to the market, owners are undertaking renovation projects in order to capitalize on demand for higher end product. Renovations often include replacing cabinetry, counters, fixtures and floor coverings.

## All Suburban Apartments - 4q16

Showing median trend lines

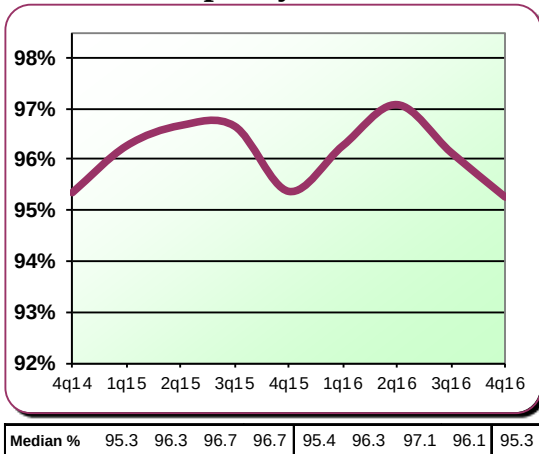
### Net Rent PSF - \$1.39



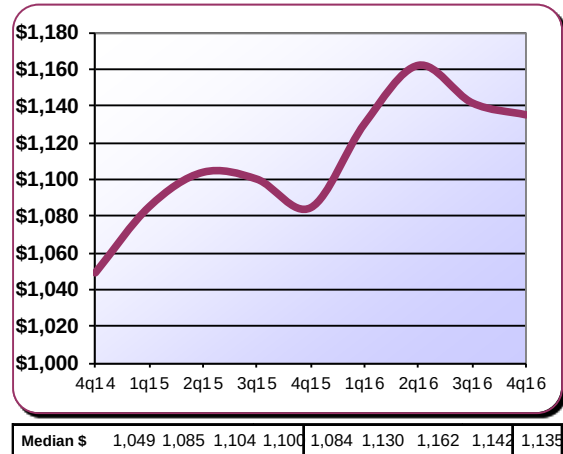
### Snapshot & Trends

| Suburban Metro    |         |   |
|-------------------|---------|---|
| Complexes         | 309     |   |
| Units             | 94,767  |   |
| SF/unit           | 902     |   |
| Yr Built          | 1985    |   |
| Net PSF           | \$1.39  | → |
| Occupancy         | 95.3%   | ↘ |
| Pct W/concessions | 20.7%   | → |
| Concession Amt    | 7.7%    | → |
| One Bdrm/Mo       | \$1,135 | → |
| Two Bdrm/Mo       | \$1,357 | ↗ |

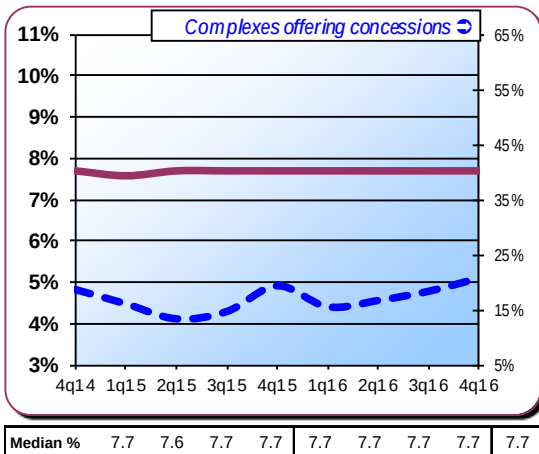
### Occupancy - 95.3%



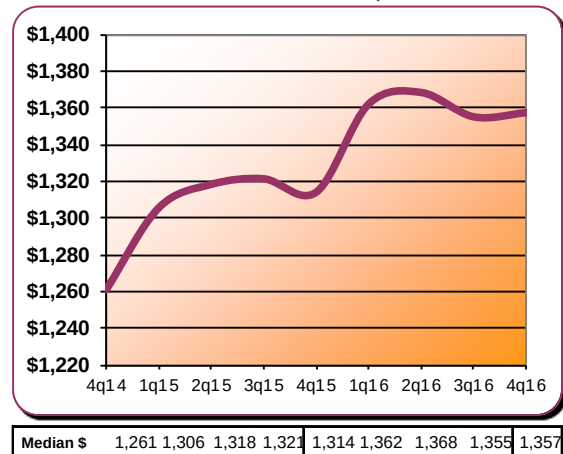
### Net One Bdrm - \$1,135/mo



### Concessions - 7.7% when offered



### Net Two Bdrm - \$1,357/mo



***Performance by Property Class***

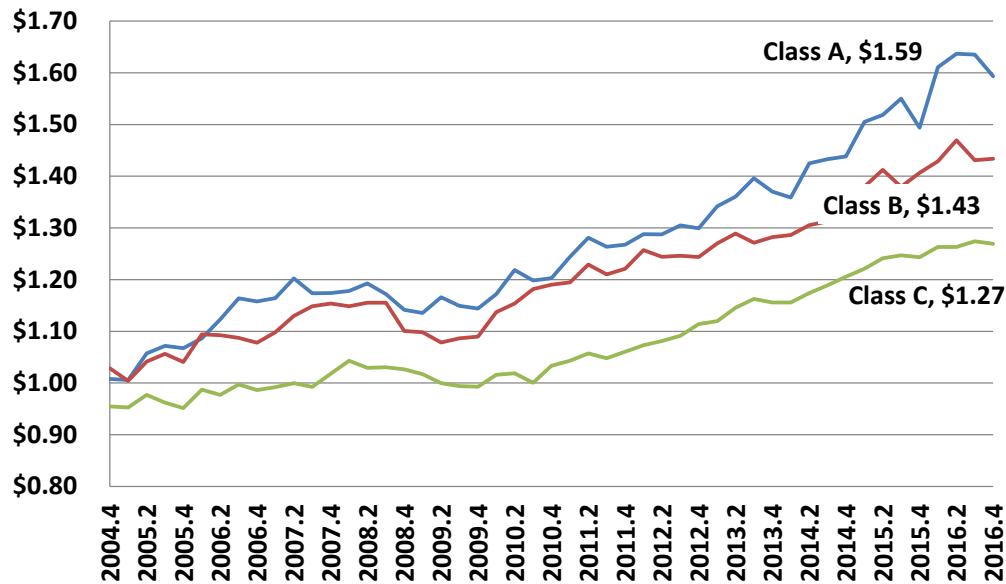
The suburban survey dataset includes has the following characteristics:

|                       | <b>Class A</b> | <b>Class B</b> | <b>Class C</b> |
|-----------------------|----------------|----------------|----------------|
| Distribution          | 23%            | 36%            | 41%            |
| Median Year Built     | 2004           | 1987           | 1972           |
| Median Unit Size (sf) | 979            | 888            | 839            |
| Average Complex Size  | 260            | 341            | 311            |

Property Classes are generally defined as follow:

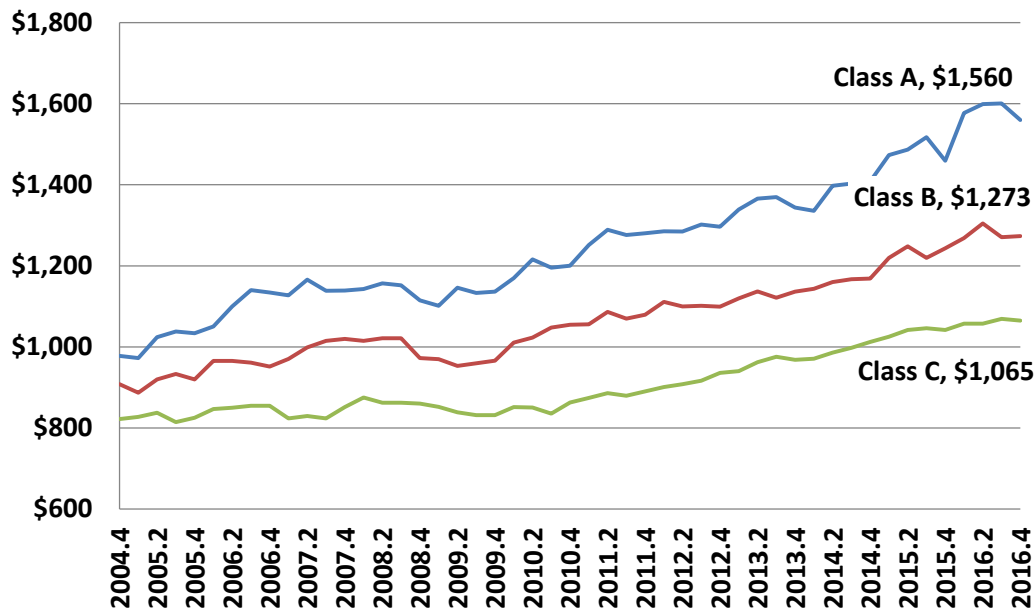
- Class A - Newer properties that have generally been constructed since the early 1990s. Amenities often include open layout floor plans, 9 foot ceilings, in-unit washer and dryer, high quality cabinetry and potentially granite counters and stainless steel appliances. Some communities have direct entry garages. The complex typically has a clubhouse, fitness center and swimming pool.
- Class B - Typically constructed in the 1980s but may include older product that has been significantly renovated. Amenities often include open layout floor plans, 8 foot ceilings, in-unit washer and dryer, good quality cabinetry and laminate counters. The complex typically has a clubhouse, fitness center and swimming pool.
- Class C - Typically constructed in the 1970s with limited renovations, if any. Units typically have older style floor plans (such as galley style, closed kitchens), average quality cabinetry and laminate counters. The complex may have a clubhouse and swimming pool but the quality is generally average. Laundry facilities are typically limited to a laundry room in the complex.

### Net Rent PSF by Property Class



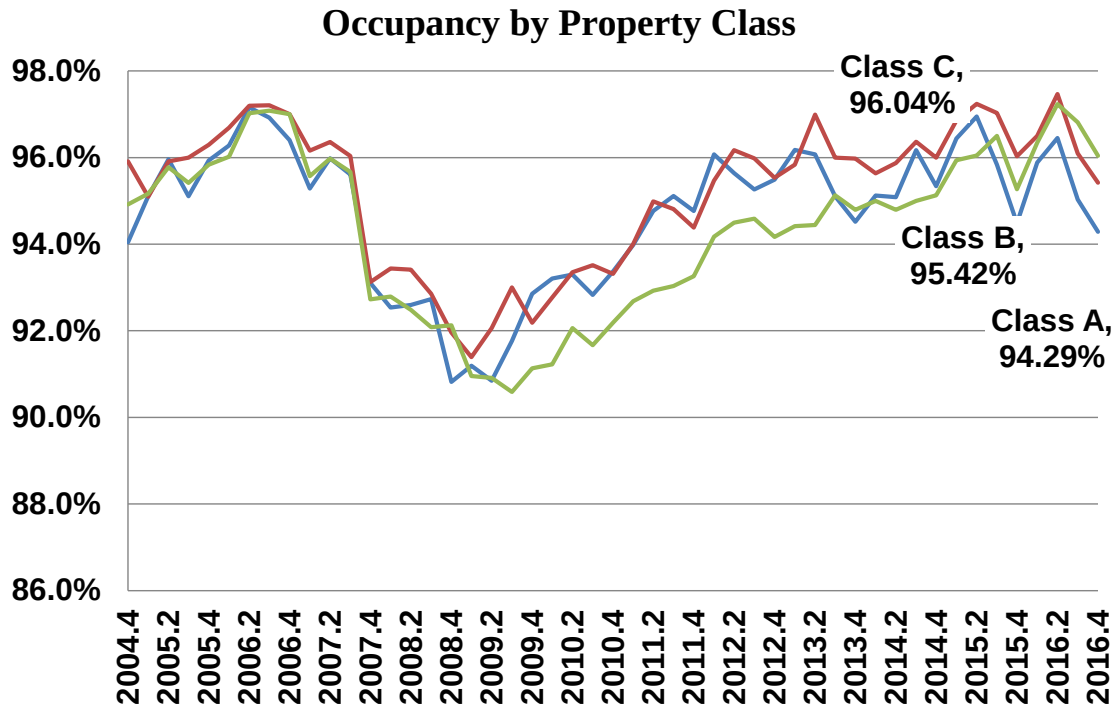
There was a clear bifurcation in performance by property class in 2010 with gains in net rent achieved primarily in the Class A and B markets while Class C properties lagged. The Class C market turned in 2011 with product gaining momentum primarily due to the rising cost of A and B product. On a year over year basis, rents psf increased 6.7%, 1.9% and 2.1% for A, B and C product respectively. The monthly “chunk” rent spread is shown below. Class A product chunk pricing averages a 22.5% premium over B and B product is 19.6% over C.

### Monthly Rent by Property Class





After tracking fairly consistent for years, a 100 basis point spread in occupancy between A/B versus C product emerged in 2010 and continued through 2q13. Starting in 3q13 the spread moved back to traditional patterns. Occupancy for all classes declined in 4q15 in part due to seasonality of the rental market but strengthened in 1q16. The 3q16 numbers showed another dip in the market which continued into 4q16.



## Summary of Rent, Occupancy & Concession Trends by Submarket

The following trends by submarket are based on our quarterly survey of over 90,000 units.

### Net Rent PSF by Submarket

| Submarket         | 4q12   | 1q13   | 2q13   | 3q13   | 4q13   | 1q14   | 2q14   | 3Q14   | 4Q14   | 1Q15   | 2Q15   | 3Q15   | 4Q15   | 1Q16   | 2Q16   | 3Q16   | 4Q16   | Y/Y Chng | 2 Yr Chng |
|-------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------|-----------|
| Cook NW           | \$1.27 | \$1.26 | \$1.29 | \$1.30 | \$1.31 | \$1.32 | \$1.33 | \$1.35 | \$1.36 | \$1.38 | \$1.41 | \$1.43 | \$1.41 | \$1.46 | \$1.49 | \$1.46 | \$1.46 | 3.5%     | 7.2%      |
| Cook South        | \$1.13 | \$1.13 | \$1.14 | \$1.17 | \$1.17 | \$1.17 | \$1.17 | \$1.20 | \$1.21 | \$1.21 | \$1.23 | \$1.23 | \$1.19 | \$1.22 | \$1.27 | \$1.27 | \$1.25 | 5.7%     | 3.8%      |
| DuPage            | \$1.18 | \$1.19 | \$1.22 | \$1.23 | \$1.23 | \$1.24 | \$1.26 | \$1.25 | \$1.28 | \$1.31 | \$1.32 | \$1.31 | \$1.31 | \$1.34 | \$1.37 | \$1.37 | \$1.36 | 3.7%     | 6.3%      |
| Kane/Kendall      | \$1.12 | \$1.12 | \$1.14 | \$1.16 | \$1.16 | \$1.15 | \$1.17 | \$1.17 | \$1.18 | \$1.20 | \$1.22 | \$1.22 | \$1.23 | \$1.26 | \$1.27 | \$1.29 | \$1.27 | 2.7%     | 6.9%      |
| Lake              | \$1.17 | \$1.25 | \$1.24 | \$1.30 | \$1.32 | \$1.31 | \$1.34 | \$1.39 | \$1.36 | \$1.40 | \$1.49 | \$1.46 | \$1.45 | \$1.44 | \$1.48 | \$1.47 | \$1.43 | -1.7%    | 4.7%      |
| McHenry           | \$0.99 | \$1.04 | \$1.01 | \$1.07 | \$1.01 | \$1.01 | \$1.03 | \$1.01 | \$1.04 | \$1.08 | \$1.08 | \$1.07 | \$1.09 | \$1.12 | \$1.13 | \$1.13 | \$1.13 | 3.3%     | 8.9%      |
| Naperville/Aurora | \$1.24 | \$1.24 | \$1.27 | \$1.26 | \$1.26 | \$1.26 | \$1.28 | \$1.29 | \$1.30 | \$1.35 | \$1.35 | \$1.35 | \$1.38 | \$1.41 | \$1.44 | \$1.41 | \$1.43 | 3.3%     | 10.0%     |
| North Shore       | \$2.13 | \$2.13 | \$2.07 | \$2.22 | \$2.11 | \$2.06 | \$2.20 | \$2.19 | \$2.19 | \$2.16 | \$2.16 | \$2.17 | \$2.13 | \$2.18 | \$2.19 | \$2.27 | \$2.22 | 4.6%     | 1.8%      |
| Waukegan/Gurnee   | \$1.00 | \$0.98 | \$1.01 | \$1.05 | \$1.06 | \$1.08 | \$1.03 | \$1.09 | \$1.05 | \$1.05 | \$1.04 | \$1.07 | \$1.06 | \$1.10 | \$1.12 | \$1.12 | \$1.09 | 2.6%     | 3.8%      |
| Will              | \$1.09 | \$1.10 | \$1.14 | \$1.16 | \$1.15 | \$1.14 | \$1.15 | \$1.15 | \$1.20 | \$1.22 | \$1.25 | \$1.27 | \$1.20 | \$1.23 | \$1.23 | \$1.28 | \$1.28 | 7.2%     | 7.0%      |
| All Suburban      | \$1.19 | \$1.21 | \$1.22 | \$1.23 | \$1.23 | \$1.24 | \$1.25 | \$1.27 | \$1.29 | \$1.32 | \$1.34 | \$1.33 | \$1.34 | \$1.39 | \$1.41 | \$1.38 | \$1.39 | 3.7%     | 7.8%      |

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

### One Bedroom Median Rent by Submarket

| Submarket         | 4q12    | 1q13    | 2q13    | 3q13    | 4q13    | 1q14    | 2q14    | 3Q14    | 4Q14    | 1Q15    | 2Q15    | 3Q15    | 4Q15    | 1Q16    | 2Q16    | 3Q16    | 4Q16    | Y/Y Chng | 2 Yr Chng |
|-------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|-----------|
| Cook NW           | \$983   | \$987   | \$1,007 | \$1,016 | \$1,052 | \$1,035 | \$1,086 | \$1,093 | \$1,098 | \$1,125 | \$1,131 | \$1,127 | \$1,131 | \$1,183 | \$1,207 | \$1,150 | \$1,187 | 4.9%     | 8.2%      |
| Cook South        | \$810   | \$810   | \$810   | \$810   | \$830   | \$843   | \$877   | \$877   | \$872   | \$893   | \$908   | \$908   | \$919   | \$930   | \$1,010 | \$990   | \$955   | 3.9%     | 9.5%      |
| DuPage            | \$913   | \$954   | \$980   | \$975   | \$975   | \$972   | \$1,020 | \$1,027 | \$1,013 | \$1,039 | \$1,059 | \$1,037 | \$1,036 | \$1,089 | \$1,105 | \$1,100 | \$1,086 | 4.8%     | 7.2%      |
| Kane/Kendall      | \$833   | \$851   | \$838   | \$863   | \$875   | \$879   | \$908   | \$908   | \$930   | \$908   | \$885   | \$885   | \$910   | \$967   | \$930   | \$942   | \$949   | 4.2%     | 2.0%      |
| Lake              | \$1,045 | \$1,077 | \$1,086 | \$1,020 | \$1,043 | \$1,138 | \$1,132 | \$1,177 | \$1,155 | \$1,142 | \$1,153 | \$1,134 | \$1,143 | \$1,148 | \$1,199 | \$1,182 | \$1,115 | -2.4%    | -3.5%     |
| McHenry           | \$790   | \$790   | \$790   | \$829   | \$793   | \$813   | \$804   | \$794   | \$818   | \$831   | \$835   | \$835   | \$866   | \$877   | \$885   | \$885   | \$885   | 2.2%     | 8.3%      |
| Naperville/Aurora | \$1,039 | \$1,056 | \$1,082 | \$1,081 | \$1,077 | \$1,094 | \$1,136 | \$1,123 | \$1,151 | \$1,162 | \$1,203 | \$1,203 | \$1,188 | \$1,251 | \$1,249 | \$1,240 | \$1,259 | 6.0%     | 9.3%      |
| North Shore       | \$1,812 | \$1,813 | \$1,799 | \$1,750 | \$1,739 | \$1,754 | \$1,829 | \$1,752 | \$1,725 | \$1,782 | \$1,776 | \$1,728 | \$1,701 | \$1,754 | \$1,842 | \$1,858 | \$1,828 | 7.5%     | 6.0%      |
| Waukegan/Gurnee   | \$733   | \$702   | \$790   | \$763   | \$795   | \$840   | \$823   | \$843   | \$839   | \$854   | \$812   | \$825   | \$823   | \$820   | \$845   | \$812   | \$790   | -4.0%    | -5.8%     |
| Will              | \$799   | \$834   | \$900   | \$900   | \$795   | \$803   | \$804   | \$887   | \$970   | \$935   | \$978   | \$993   | \$965   | \$1,015 | \$1,015 | \$1,035 | \$1,008 | 4.4%     | 3.9%      |
| All Suburban      | \$950   | \$958   | \$984   | \$991   | \$998   | \$998   | \$1,033 | \$1,040 | \$1,049 | \$1,085 | \$1,104 | \$1,100 | \$1,084 | \$1,131 | \$1,162 | \$1,142 | \$1,135 | 4.7%     | 8.2%      |

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

### Two Bedroom Median Rent by Submarket

| Submarket         | 4q12    | 1q13    | 2q13    | 3q13    | 4q13    | 1q14    | 2q14    | 3Q14    | 4Q14    | 1Q15    | 2Q15    | 3Q15    | 4Q15    | 1Q16    | 2Q16    | 3Q16    | 4Q16    | Y/Y Chng | 2 Yr Chng |
|-------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|-----------|
| Cook NW           | \$1,212 | \$1,231 | \$1,255 | \$1,255 | \$1,280 | \$1,271 | \$1,281 | \$1,275 | \$1,278 | \$1,334 | \$1,343 | \$1,340 | \$1,348 | \$1,394 | \$1,408 | \$1,375 | \$1,390 | 3.1%     | 8.8%      |
| Cook South        | \$1,067 | \$1,050 | \$1,060 | \$1,148 | \$1,148 | \$1,143 | \$1,143 | \$1,148 | \$1,148 | \$1,158 | \$1,168 | \$1,168 | \$1,168 | \$1,193 | \$1,210 | \$1,210 | \$1,202 | 3.0%     | 4.7%      |
| DuPage            | \$1,208 | \$1,220 | \$1,263 | \$1,260 | \$1,245 | \$1,228 | \$1,276 | \$1,230 | \$1,278 | \$1,293 | \$1,278 | \$1,309 | \$1,305 | \$1,340 | \$1,374 | \$1,355 | \$1,315 | 0.8%     | 2.9%      |
| Kane/Kendall      | \$995   | \$1,017 | \$1,058 | \$1,096 | \$1,075 | \$1,102 | \$1,089 | \$1,116 | \$1,184 | \$1,185 | \$1,225 | \$1,250 | \$1,183 | \$1,270 | \$1,363 | \$1,246 | \$1,246 | 5.3%     | 5.2%      |
| Lake              | \$1,256 | \$1,206 | \$1,186 | \$1,184 | \$1,206 | \$1,298 | \$1,273 | \$1,308 | \$1,416 | \$1,292 | \$1,441 | \$1,405 | \$1,406 | \$1,420 | \$1,412 | \$1,381 | \$1,396 | -0.7%    | -1.4%     |
| McHenry           | \$902   | \$926   | \$946   | \$956   | \$933   | \$963   | \$963   | \$963   | \$942   | \$958   | \$980   | \$980   | \$988   | \$1,010 | \$1,003 | \$990   | \$995   | 0.8%     | 5.6%      |
| Naperville/Aurora | \$1,251 | \$1,278 | \$1,310 | \$1,286 | \$1,281 | \$1,325 | \$1,344 | \$1,321 | \$1,330 | \$1,389 | \$1,408 | \$1,407 | \$1,418 | \$1,429 | \$1,445 | \$1,432 | \$1,435 | 1.2%     | 7.9%      |
| North Shore       | \$2,480 | \$2,500 | \$2,419 | \$2,529 | \$2,466 | \$2,550 | \$2,657 | \$2,405 | \$2,518 | \$2,603 | \$2,625 | \$2,522 | \$2,441 | \$2,603 | \$2,533 | \$2,481 | \$2,446 | 0.2%     | -2.8%     |
| Waukegan/Gurnee   | \$926   | \$918   | \$930   | \$918   | \$938   | \$968   | \$988   | \$1,007 | \$1,015 | \$988   | \$990   | \$988   | \$1,003 | \$1,008 | \$1,035 | \$1,040 | \$1,000 | -0.2%    | -1.5%     |
| Will              | \$981   | \$953   | \$1,027 | \$1,029 | \$1,001 | \$1,051 | \$986   | \$993   | \$1,034 | \$1,080 | \$1,099 | \$1,155 | \$1,099 | \$1,125 | \$1,116 | \$1,180 | \$1,185 | 7.8%     | 14.6%     |
| All Suburban      | \$1,157 | \$1,188 | \$1,200 | \$1,214 | \$1,221 | \$1,225 | \$1,225 | \$1,230 | \$1,261 | \$1,306 | \$1,318 | \$1,321 | \$1,314 | \$1,364 | \$1,368 | \$1,355 | \$1,357 | 3.3%     | 7.6%      |

Note: Quarterly net rent values are rounded for display purposes but not for Yr/Yr Change calculations.

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### Occupancy by Submarket

| Submarket         | 4q12 | 1q13 | 2q13 | 3q13 | 4q13 | 1q14 | 2q14 | 3Q14 | 4Q14 | 1Q15 | 2Q15 | 3Q15 | 4Q15 | 1Q16 | 2Q16 | 3Q16 | 4Q16 | Y/Y Chng | 2 Yr Chng |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----------|-----------|
| Cook NW           | 95.5 | 95.6 | 96.4 | 96.1 | 95.5 | 95.8 | 95.5 | 96.6 | 95.8 | 96.9 | 96.9 | 97.3 | 95.1 | 96.0 | 97.2 | 96.0 | 95.4 | 0.4%     | -0.4%     |
| Cook South        | 95.1 | 93.9 | 94.3 | 93.0 | 93.8 | 94.5 | 94.5 | 95.3 | 95.0 | 95.1 | 96.4 | 96.5 | 95.5 | 96.1 | 96.9 | 96.9 | 95.9 | 0.4%     | 0.9%      |
| DuPage            | 94.2 | 95.0 | 95.7 | 95.5 | 95.0 | 94.8 | 95.1 | 95.8 | 95.3 | 96.1 | 96.3 | 96.6 | 95.3 | 96.7 | 97.2 | 96.1 | 95.7 | 0.5%     | 0.5%      |
| Kane/Kendall      | 94.0 | 94.8 | 94.6 | 93.9 | 93.8 | 95.0 | 94.6 | 95.2 | 95.0 | 96.3 | 95.7 | 95.8 | 96.0 | 96.7 | 97.6 | 96.4 | 95.2 | -0.8%    | 0.2%      |
| Lake              | 96.9 | 96.9 | 96.1 | 95.1 | 97.6 | 97.7 | 96.3 | 96.9 | 96.9 | 97.7 | 98.3 | 98.0 | 96.6 | 97.0 | 97.5 | 96.9 | 95.5 | -1.2%    | -1.5%     |
| McHenry           | 94.0 | 93.8 | 92.1 | 96.6 | 95.4 | 95.4 | 95.5 | 95.3 | 95.3 | 96.1 | 96.4 | 96.1 | 95.4 | 96.2 | 97.9 | 96.1 | 95.6 | 0.2%     | 0.3%      |
| Naperville/Aurora | 95.7 | 96.9 | 97.3 | 94.6 | 96.0 | 95.5 | 95.8 | 96.0 | 96.1 | 97.1 | 97.6 | 96.9 | 96.0 | 96.4 | 97.1 | 95.1 | 95.0 | -1.1%    | -1.2%     |
| North Shore       | 94.8 | 95.4 | 94.7 | 96.4 | 94.1 | 94.6 | 91.9 | 94.8 | 95.3 | 96.8 | 96.4 | 96.1 | 94.2 | 95.4 | 95.7 | 95.4 | 93.8 | -0.5%    | -1.7%     |
| Waukegan/Gurnee   | 94.5 | 93.9 | 94.0 | 96.5 | 95.5 | 96.4 | 95.3 | 95.4 | 94.6 | 95.6 | 95.8 | 96.0 | 95.2 | 96.5 | 96.6 | 96.8 | 96.9 | 1.7%     | 2.4%      |
| Will              | 94.5 | 93.1 | 94.4 | 94.9 | 93.5 | 94.2 | 95.4 | 95.4 | 94.7 | 95.4 | 95.6 | 96.4 | 94.1 | 95.4 | 96.1 | 96.5 | 95.5 | 1.5%     | 0.8%      |
| All Suburban      | 94.9 | 95.1 | 95.6 | 95.2 | 95.1 | 95.4 | 95.2 | 95.9 | 95.3 | 96.3 | 96.7 | 96.7 | 95.4 | 96.3 | 97.1 | 96.1 | 95.3 | -0.1%    | -0.1%     |

Note: Quarterly occupancy values are rounded for display purposes but not for Yr/Yr Change calculations.

### Concessions by Submarket

| Submarket         | 4q12 | 1q13 | 2q13 | 3q13 | 4q13 | 1q14 | 2q14 | 3Q14 | 4Q14 | 1Q15 | 2Q15 | 3Q15 | 4Q15 | 1Q16 | 2Q16 | 3Q16 | 4Q16 | Y/Y Chng |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----------|
| Cook NW           | 7.7  | 7.7  | 8.0  | 5.5  | 5.5  | 5.5  | 4.0  | 4.5  | 5.4  | 6.1  | 6.0  | 2.5  | 5.9  | 7.7  | 6.2  | 6.3  | 7.7  | 31.3%    |
| Cook South        | 8.3  | 8.3  | 8.3  | 4.2  | 8.3  | 8.0  | 8.0  | 5.9  | 6.1  | 5.9  | 4.8  | 7.7  | 5.0  | 7.7  | 8.0  | 7.7  | 8.0  | 59.6%    |
| DuPage            | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 8.3  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 8.0  | 8.3  | 7.7  | 7.7  | 0.0%     |
| Kane/Kendall      | 7.7  | 7.7  | 7.7  | 5.0  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 6.7  | 7.7  | 0.0%     |
| Lake              | 8.3  | 8.3  | 8.3  | 8.3  | 8.3  | 8.3  | 8.3  | 7.2  | 7.2  | 8.3  | 5.6  | 2.8  | 8.0  | 7.1  | 7.2  | 8.3  | 7.6  | -4.7%    |
| McHenry           | 7.9  | 8.0  | 8.1  | 7.7  | 5.7  | 8.5  | 8.3  | 6.2  | 5.0  | 6.0  | 0.0  | 0.0  | 0.0  | 5.1  | 0.0  | 0.0  | 0.0  | n/a      |
| Naperville/Aurora | 4.5  | 8.7  | 6.7  | 4.2  | 8.7  | 7.8  | 8.3  | 1.7  | 8.6  | 4.2  | 7.5  | 8.0  | 5.5  | 3.5  | 4.3  | 6.0  | 8.3  | 51.0%    |
| North Shore       | 0.0  | 4.4  | 5.2  | 4.5  | 6.4  | 4.8  | 8.3  | 8.3  | 6.0  | 4.2  | 8.3  | 4.7  | 8.3  | 8.3  | 8.3  | 8.2  | 8.0  | -3.8%    |
| Waukegan/Gurnee   | 8.3  | 7.7  | 8.3  | 4.3  | 8.3  | 8.3  | 5.6  | 8.3  | 8.3  | 8.3  | 8.3  | 8.3  | 7.3  | 5.5  | 8.3  | 6.0  | 7.5  | 2.2%     |
| Will              | 4.2  | 4.2  | 4.2  | 8.3  | 8.3  | 6.3  | 7.0  | 4.2  | 6.3  | 4.2  | 8.3  | 8.0  | 8.3  | 2.5  | 5.6  | 3.7  | 3.0  | -64.0%   |
| All Suburban      | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.6  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 7.7  | 0.0%     |

Note: Numbers shown are percentages - 1 month free rent on 12 month lease equals 8.3%.

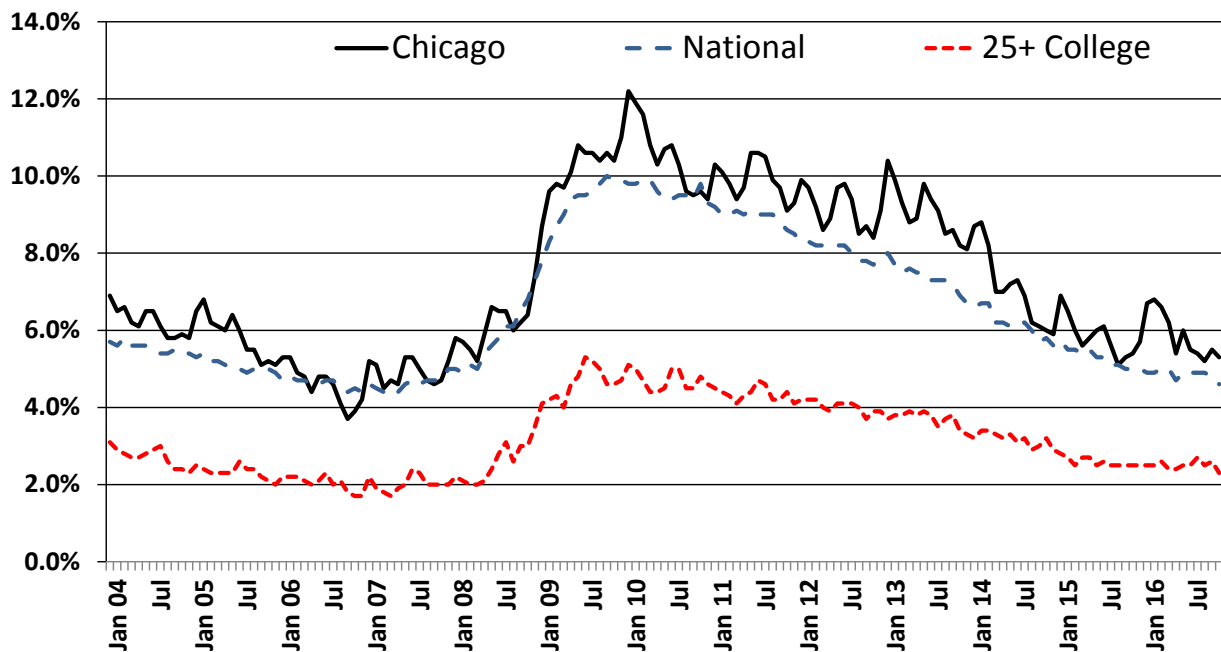
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## Demand Generators

The apartment market is influenced by a number of factors including employment, homeownership trends and a desire to maintain flexibility.

The unemployment rate for the Chicago MSA is 5.3 percent (National, 4.6 percent) as of November 2016. The national unemployment rate for 25+ year olds with a bachelor's degree has been holding proximate to 2.3 percent. While the MSA unemployment rate declined notably since early 2014 from a high of almost 9 percent, details behind the data suggest a much higher unemployment rate when discouraged workers and part time employment are factored into the equation.

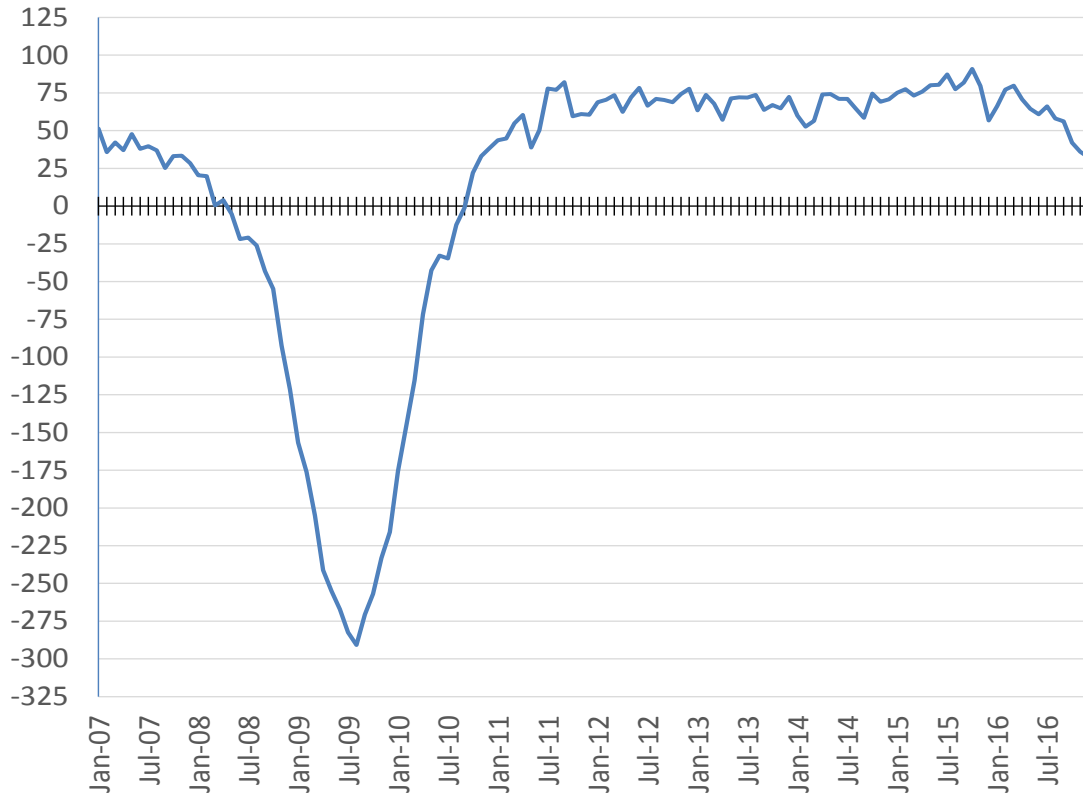
**Chicago vs. National Unemployment Rate – BLS Data**



The Chicago market generated an annual average of 75,000 new jobs from 1992-2000 – a trough to peak period. Employment declined from 2000-2003 with peak post-recession employment achieved in 2007 which did not even match the 2000 employment level. Economy.com forecasts indicate a return to 2000 employment levels will not occur until at least 2020 – 20 years later.

By looking at the month over month comparisons to prior year employment, the trends in employment become more evident. The rate of growth in employment has declined precipitously over the past year.





### Chicago MSA Employment - Non Farm (000s)

| Year | Jan    | Feb    | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep    | Oct    | Nov    | Dec    |
|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 2006 | 4397.8 | 4411.7 | 4445.1 | 4492.2 | 4529.9 | 4572.7 | 4544.3 | 4547.6 | 4553.9 | 4555.2 | 4570.3 | 4573.1 |
| 2007 | 4449.2 | 4447.5 | 4487.3 | 4529.2 | 4577.6 | 4610.6 | 4584.0 | 4584.5 | 4579.2 | 4588.4 | 4603.7 | 4601.6 |
| 2008 | 4469.7 | 4467.3 | 4487.8 | 4533.1 | 4572.4 | 4588.8 | 4563.2 | 4558.4 | 4536.1 | 4533.6 | 4511.2 | 4480.1 |
| 2009 | 4313.0 | 4291.2 | 4282.8 | 4291.9 | 4317.4 | 4321.7 | 4280.8 | 4267.6 | 4265.5 | 4276.7 | 4278.1 | 4264.1 |
| 2010 | 4137.4 | 4146.0 | 4167.3 | 4220.2 | 4274.8 | 4288.9 | 4246.1 | 4255.2 | 4264.3 | 4298.8 | 4311.2 | 4302.5 |
| 2011 | 4181.1 | 4190.8 | 4222.2 | 4280.6 | 4313.6 | 4339.2 | 4324.0 | 4332.2 | 4346.4 | 4358.4 | 4372.2 | 4363.0 |
| 2012 | 4250.0 | 4261.2 | 4295.8 | 4343.1 | 4385.6 | 4417.5 | 4390.6 | 4403.3 | 4416.7 | 4427.2 | 4446.5 | 4440.7 |
| 2013 | 4313.5 | 4334.9 | 4363.7 | 4400.3 | 4456.9 | 4489.6 | 4462.5 | 4477.0 | 4480.5 | 4494.2 | 4511.3 | 4513.1 |
| 2014 | 4373.5 | 4387.6 | 4420.2 | 4474.2 | 4531.1 | 4560.6 | 4533.5 | 4541.8 | 4539.0 | 4568.7 | 4580.4 | 4583.9 |
| 2015 | 4448.6 | 4465.0 | 4493.5 | 4550.1 | 4611.2 | 4641.0 | 4620.8 | 4619.3 | 4620.8 | 4659.6 | 4660.1 | 4640.6 |
| 2016 | 4514.9 | 4542.2 | 4573.3 | 4620.9 | 4675.7 | 4701.8 | 4686.9 | 4677.3 | 4677.0 | 4701.6 | 4696.2 | 4672.8 |

Revised BLS numbers indicate a deceleration in employment growth as follows:

| Employment Change |               |
|-------------------|---------------|
| Year              | Annual Change |
| 2007              | 37,417        |
| 2008              | (28,425)      |
| 2009              | (237,575)     |
| 2010              | (44,842)      |
| 2011              | 59,250        |
| 2012              | 71,208        |
| 2013              | 68,275        |
| 2014              | 66,417        |
| 2015              | 78,008        |
| 2016              | 59,167        |

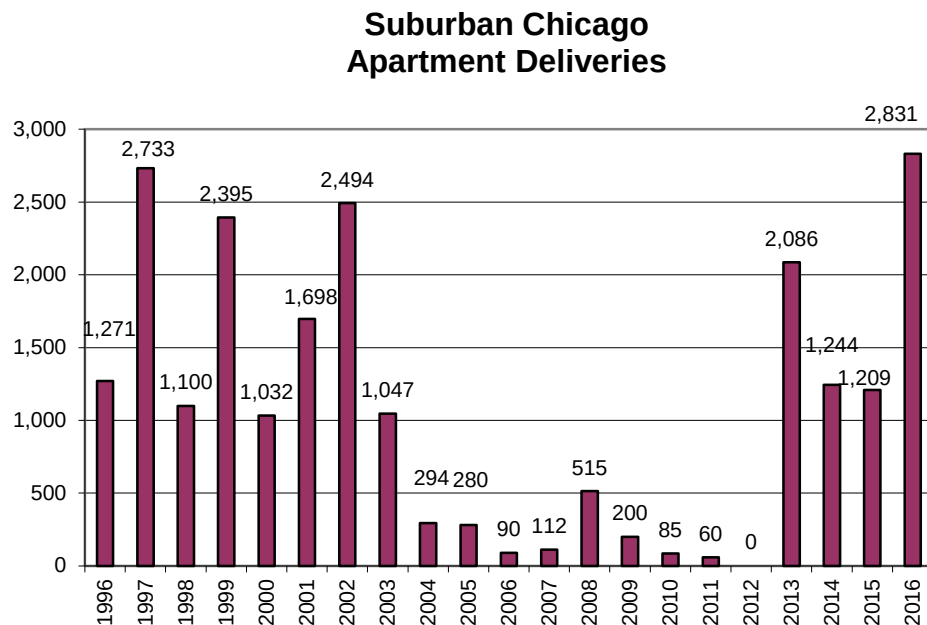
The rental market is most heavily influenced by demographic trends in the 25-35 age cohort. This age group is less concerned about owning a home than maintaining flexibility for potential job related moves. The prospect of tying up funds for a down payment on a home and then worrying about the ability to “cash out” for a move in a timely manner (not to mention getting whole relative to the initial purchase) have weighed on the for-sale market. Renting provides options. While price levels of for sale product have been increasing, it has been overall at a modest rate. There has been pressure on interest rates which will motivate some to act on homeownership. There are few compelling reasons to act now on the purchase of a residence.

From a household formation standpoint, there is pent up demand in the 25-34 year old cohort as many in this category remain living with parents.

## SUBURBAN MULTI-FAMILY HOUSING DEVELOPMENT: 1996-2017 & 2018 PROJECTED

### 1996-2017 Development Trends

Appraisal Research Counselors has been tracking apartment development in the suburbs for over 40 years. In total, 22,776 units (through 2016 YTD) will have been brought to the market since 1996 for an average of 1,085 units per year.



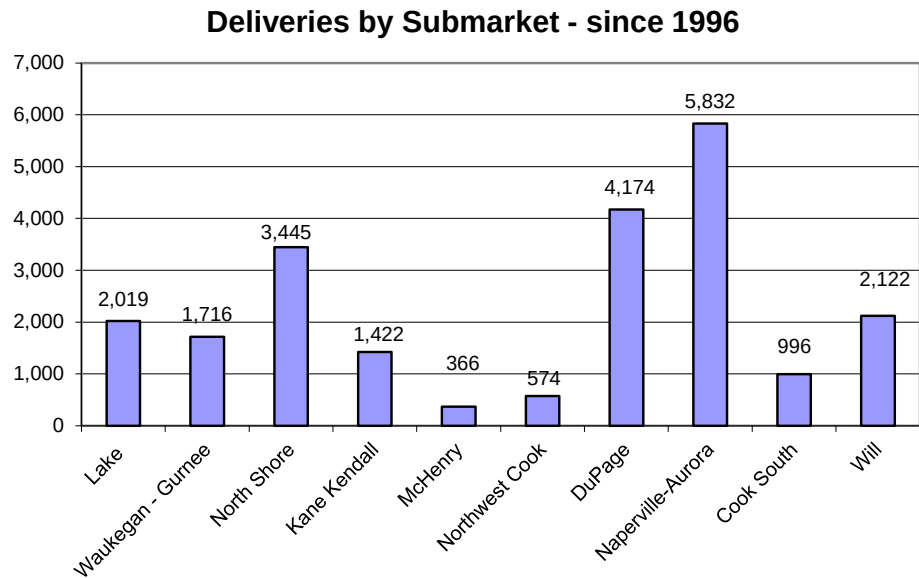
Peak years of deliveries were back in the late 1990s and then climbing again through the early 2000s. Over the past ten years however, incredibly little product had been added to the market. This was driven by a few factors including:

- Poor economics due to job losses in the region creating vacancies and concessions, though performance has improved since late 2009
- Lower interest rate and low down payment environment driving demand for new condo unit construction which generated more immediate returns; however, the new construction condo market is now stalled.
- Resistance of communities to allow for new rental developments
- Few well located sites left in the region suitable for large scale development
- Rent levels not high enough to support construction costs at locations where sites can be acquired

With many communities welcoming rental development, combined with feasible rent levels supporting construction, development is once again occurring throughout the region with more units being delivered in 2016 than in any year in the past 20 years.

### ***Deliveries by Submarket***

Most of the construction that has occurred since 1996 has been in DuPage County – specifically, the Aurora- Naperville submarket. Following is a delivery distribution by submarket.



The Naperville – Aurora market (a separate submarket within DuPage County) was followed by the DuPage market. These submarkets, while initially hurt by the amount of supply coming online over a relatively short period of time, are poised to remain in a strong long term position given the proximity to the suburban employment centers along the I-88 corridor.

The North Shore market has added 2,565 units since 2013. Given the size of the submarket, this has been a substantial increase in the base with absorption in the newer product slowing notably in the latter half of 2015. Concessions are prevalent in the market.

The remaining submarkets have added relatively few units. Of particular note is the fact that only 574 units were added to the Northwest Cook submarket. This market has a high concentration of Class B and C buildings with pent up demand for Class A product.



### ***New Projects Which Began Offering Occupancy in 2013, 2014, 2015 and 2016***

All of the nine properties which delivered units in 2013 and all five projects which delivered in 2014 are now stabilized. There were five additional projects that delivered in 2015. Four were in the north shore and one in Northwest Cook County. Two of the four projects located in the North Shore are still in lease-up. In addition, 12 projects have delivered in 2016 of which only one is located in Northwest Cook County.

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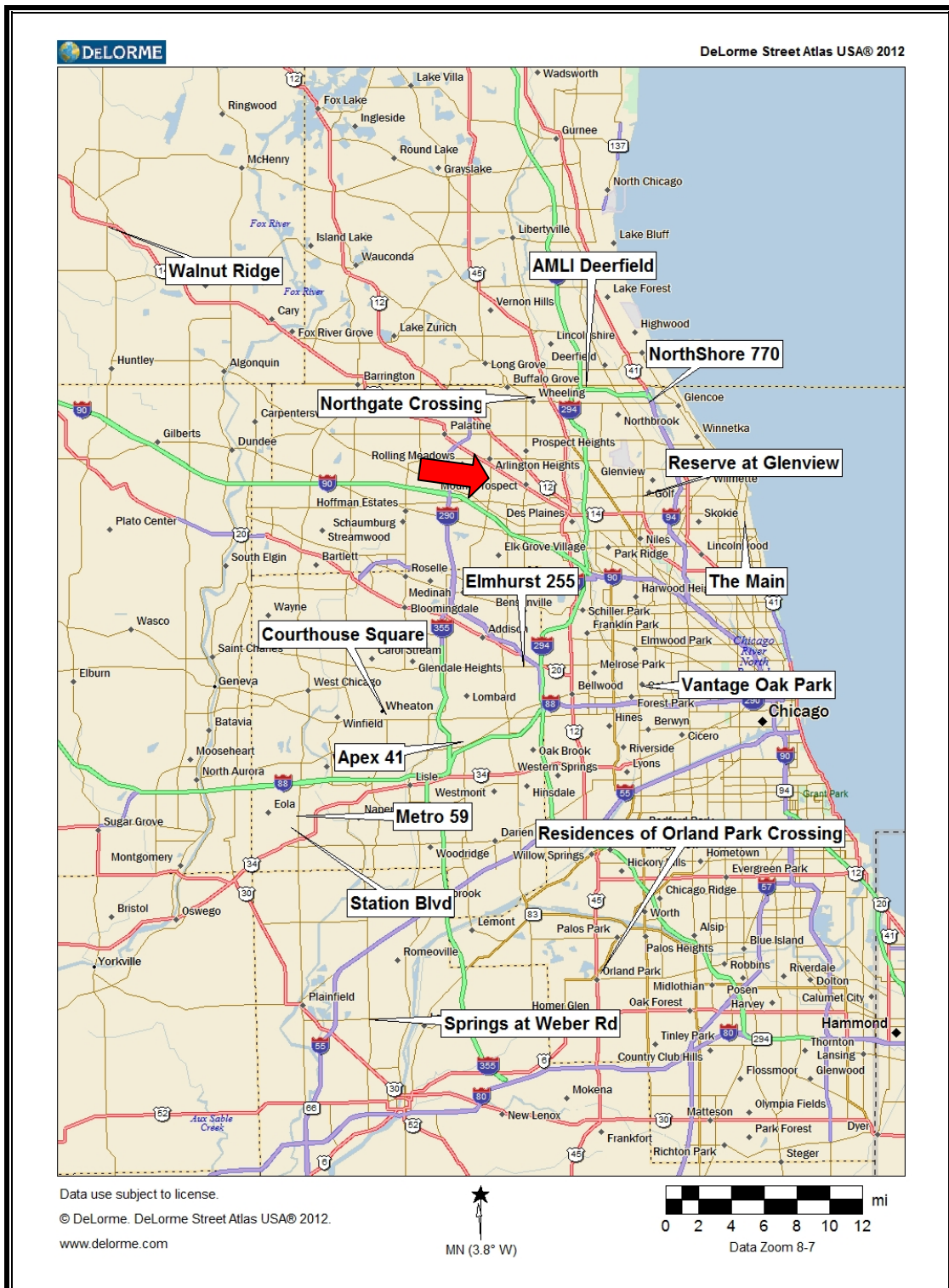
#### **Multi-Family Development Stabilized - Suburban Chicago - Delivered since 2013**

| Property                 | Submarket           | City              | Developer                | Status     | Units | Delivered |
|--------------------------|---------------------|-------------------|--------------------------|------------|-------|-----------|
| 1717                     | North Shore         | Evanston          | Focus/Atlantic           | Stabilized | 175   | 2013      |
| AMLI Evanston            | North Shore         | Evanston          | AMLI                     | Stabilized | 214   | 2013      |
| Central Station Apts     | North Shore         | Evanston          | Dodge/M&R                | Stabilized | 80    | 2013      |
| Ninety7Fifty on the Park | South Cook          | Orland Park       | Flaherty                 | Stabilized | 295   | 2013      |
| Randall Highlands        | Kane                | North Aurora      | Next Gen/Marquette       | Stabilized | 146   | 2013      |
| Algonquin Square         | Kane                | Algonquin         | Plesko/Marquette         | Stabilized | 220   | 2013      |
| The Springs at 127th     | Will                | Plainfield        | Continental Properties   | Stabilized | 340   | 2013      |
| Avant at the Arboretum   | DuPage              | Lisle             | Opus/TA                  | Stabilized | 310   | 2013      |
| Wheaton 121              | DuPage              | Wheaton           | Morningside              | Stabilized | 306   | 2013      |
| Midtown Square           | North Shore         | Glenview          | High Street/Trammel Crow | Stabilized | 138   | 2014      |
| E2                       | North Shore         | Evanston          | Fifield/King             | Stabilized | 356   | 2015      |
| One Arlington            | Cook NW             | Arlington Heights | Stoneleigh               | Stabilized | 214   | 2014      |
| Tapestry Naperville      | Aurora - Naperville | Naperville        | Lennar                   | Stabilized | 298   | 2014      |
| The Oaks of Vernon Hills | Lake                | Vernon Hills      | Reva                     | Stabilized | 336   | 2014      |
| Park 205                 | North Shore         | Park Ridge        | High Street/Trammel Crow | Stabilized | 115   | 2015      |
| Woodview                 | North Shore         | Deerfield         | Ravine Park/Conor Commer | Stabilized | 260   | 2015      |
| Tapestry Glenview        | North Shore         | Glenview          | Lennar                   | Stabilized | 290   | 2014      |

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#### **Multi-Family Development in Lease Up - Suburban Chicago (by Submarket)**

| Property                            | Submarket           | City        | Developer              | Status  | Units | Delivered |
|-------------------------------------|---------------------|-------------|------------------------|---------|-------|-----------|
| Northgate Crossing                  | Cook NW             | Wheeling    | Reva                   | Leasing | 300   | 2016      |
| Walnut Ridge                        | McHenry             | Woodstock   | Cunat                  | Leasing | 108   | 2016      |
| Reserve at Glenview                 | North Shore         | Glenview    | Focus/Atlantic         | Leasing | 238   | 2015      |
| AMLI Deerfield                      | North Shore         | Deerfield   | AMLI                   | Leasing | 240   | 2015      |
| Northshore 770                      | North Shore         | Northbrook  | Morningside            | Leasing | 347   | 2016      |
| The Main                            | North Shore         | Evanston    | O'Donnell              | Leasing | 112   | 2016      |
| Residences of Orland Park Crossing  | South Cook          | Orland Park | Reva                   | Leasing | 231   | 2016      |
| Vantage Oak Park                    | South Cook          | Oak Park    | LSI/Golub/Wood         | Leasing | 270   | 2016      |
| Wheaton Courthouse Square           | DuPage              | Wheaton     | Focus                  | Leasing | 149   | 2016      |
| Elmhurst 255                        | DuPage              | Elmhurst    | Morningside            | Leasing | 192   | 2016      |
| Apex 41                             | DuPage              | Lombard     | Glenstar               | Leasing | 181   | 2016      |
| Station Boulevard                   | Aurora - Naperville | Aurora      | Goel/TCCI              | Leasing | 417   | 2016      |
| Metro 59                            | Aurora - Naperville | Aurora      | Next Gen/Avgeris       | Leasing | 232   | 2016      |
| Springs at Weber Rd/Weber & Renwick | Will                | Romeoville  | Continental Properties | Leasing | 292   | 2016      |



***New Project Map: 2014, 2015, and 2016 Deliveries in Lease-up***

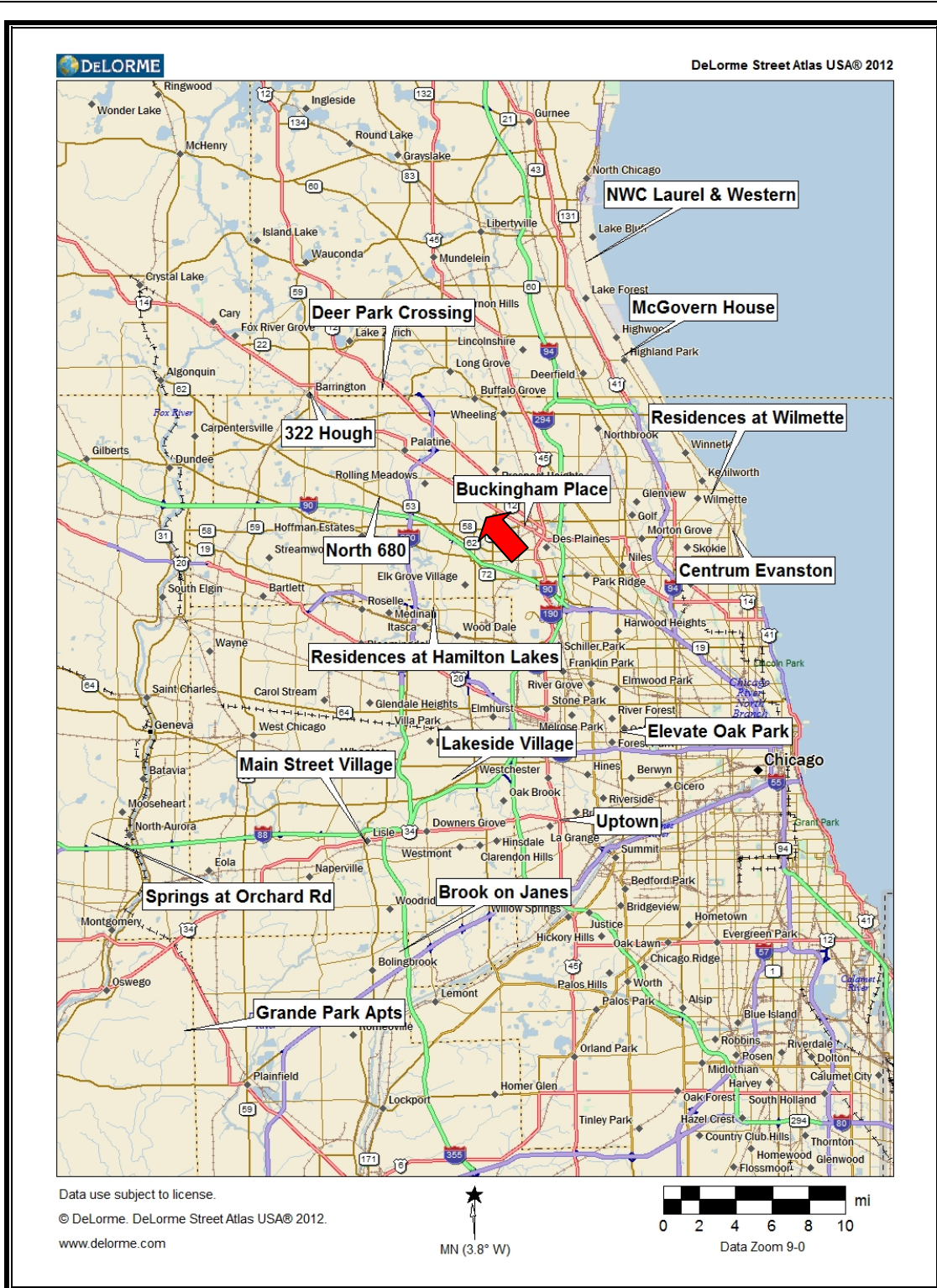
### ***New Projects Currently Under Construction for Delivery in 2017/2018***

The following projects are currently under construction, with occupancy expected to begin in 2017/2018.

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#### **Under Construction**

| <b>Property</b>                                       | <b>Submarket</b> | <b>City</b>    | <b>Developer</b>       | <b>Status</b> | <b>Units</b> |
|-------------------------------------------------------|------------------|----------------|------------------------|---------------|--------------|
| Centrum Evanston/Davis & Maple                        | North Shore      | Evanston       | Centrum                | Construction  | 101          |
| McGovern House/Central & McGovern                     | North Shore      | Highland Park  | Merdinger              | Construction  | 73           |
| The Residences at Wilmette/611 Green Bay              | North Shore      | Wilmette       | M&R                    | Construction  | 75           |
| NWC Laurel & Western                                  | North Shore      | Lake Forest    | Focus                  | Construction  | 111          |
| Deer Park Crossing/Field Pkwy                         | Lake             | Deer Park      | Reva                   | Construction  | 236          |
| 322 Hough                                             | Lake             | Barrington     | Monroe Residential     | Construction  | 64           |
| North 680/680 E Algonquin                             | Cook NW          | Schaumburg     | UrbanStreet            | Construction  | 192          |
| Buckingham Place/Littlefuse site/800 E NW Hwy Cook NW | Cook NW          | Des Plaines    | Dearborn-Buckingham    | Construction  | 270          |
| Springs at Orchard Rd                                 | Kane             | North Aurora   | Continental Properties | Construction  | 300          |
| Main Street Village/Main St & Burlington              | DuPage           | Lisle          | Marquette              | Construction  | 201          |
| Lakeside Village/200 Royce                            | DuPage           | Oak Brook Terr | Interforum             | Construction  | 315          |
| The Residences at Hamilton Lakes                      | DuPage           | Itasca         | M&R/Hamilton           | Construction  | 297          |
| Elevate Oak Park/Colt Site - Lk/Wstgt/Nrth            | South Cook       | Oak Park       | Clark Street/Lennar    | Construction  | 271          |
| Uptown - YMCA site/Ogden&LaGrange                     | South Cook       | LaGrange       | Opus                   | Construction  | 254          |
| The Brook on Janes/S of Promenade                     | Will             | Bolingbrook    | Lennar                 | Construction  | 280          |
| Grande Park Apts/SWC 127th & Ridge                    | Will             | Plainfield     | Wilmette RE            | Construction  | 200          |



## Projects Under Construction (2016/2017 Deliveries)



***Pipeline of Proposed Projects***

We are tracking a number of development sites where new product is being proposed. Locations range from the North Shore markets out to Kane and the South Cook submarkets. A few sites have been approved for development by the local municipalities; however, several projects have not moved forward either due to rents not being high enough to support construction costs or the inability to obtain either the equity or a construction loan. Some projects classified as “confidential” are consulting assignments for which we have been retained but are not yet public.

There are numerous additional sites in the region proposed for multi-family with the following consisting of the most prominent projects.

**Planning**

| <b>Property</b>                            | <b>Submarket</b> | <b>City</b>       | <b>Developer</b>       | <b>Status</b> | <b>Units</b> |
|--------------------------------------------|------------------|-------------------|------------------------|---------------|--------------|
| NWC Davis & Chicago                        | North Shore      | Evanston          | Vermillion             | Planning      | TBD          |
| Fell site/Elm & Lincoln                    | North Shore      | Winnetka          | Stonestreet/Trandel    | Planning      | 40           |
| 1000 Skokie Blvd/Sunset Ridge              | North Shore      | Northbrook        | Finger                 | Planning      | 338          |
| 87 Hundred/8700 Waukegan                   | North Shore      | Morton Grove      | Equibase/Heartland     | Planning      | 184          |
| Confidential                               | North Shore      | Confidential      | TBD                    | Planning      | 150-200      |
| Metra/Village Hall site                    | Lake             | Mundelein         | Mega Realty            | Planning      | 130          |
| NEC Milwaukee & Town Line                  | Lake             | Vernon Hills      | Regency/Focus          | Planning      | 260          |
| 404 Social/SWC Aptakisic & Pkwy/Regal site | Lake             | Lincolnshire      | ECD/Greenberg          | Planning      | 302          |
| Station Square/Trimm Property              | Lake             | Libertyville      | Swanson                | Planning      | 112          |
| Wheeling Town Center/Dundee & Northgate    | Cook NW          | Wheeling          | Urban R2               | Planning      | 300          |
| Bryn Mawr/Delphia/O'Hare                   | Cook NW/Chicago  | Chicago           | TBD                    | Planning      | 200/194      |
| Marriott/Host site/8535 W Higgins          | Chicago          | Chicago           | Glenstar               | Planning      | 299          |
| The Delamore/E of Barrington Rd S of Golf  | Cook NW          | Hoffman Estates   | Vintage Design & Dev   | Planning      | 600          |
| Sim's Bowl site/1555-65 Ellinwood          | Cook NW          | Des Plaines       | Opus                   | Planning      | 113          |
| Stationers site/NWC Golf & E River Rd      | Cook NW          | Des Plaines       | Lexington              | Planning      | 236          |
| NWC Rts 59 & 72                            | Cook NW          | Hoffman Estates   | Golden Goose           | Planning      | TBD          |
| NWC Lake & Church                          | Cook NW          | Hanover Park      | Monroe Residential     | Planning      | 127          |
| 45 S. Chestnut                             | Cook NW          | Arlington Heights | CA Ventures            | Planning      | 86           |
| Confidential                               | Cook NW          | Confidential      | Confidential           | Planning      | 150          |
| Vistas of Mill Creek                       | Kane             | Geneva            | Shodeen                | Planning      | 268          |
| Prairie Centre/St Charles Mall site        | Kane             | St Charles        | Shodeen                | Planning      | 670          |
| Prairie Winds/NS Bricher W of Randall Rd   | Kane             | St Charles        | Big Rock               | Planning      | 250          |
| Watermark at the Grove//WS Randall         | Kane             | Elgin             | Interstate Partners    | Planning      | 276          |
| Springs at South Elgin/Gyorr Rd & Stems    | Kane             | South Elgin       | Continental Properties | Planning      | 300          |
| Springs at Canterfield/ES Rt 31 N of I-90  | Kane             | West Dundee       | Continental Properties | Planning      | 240          |
| One N Washington/NWC Wash. & Wilson        | Kane             | Batavia           | Shodeen                | Planning      | 186          |
| Randall Oaks/WS Randall N of Randall Comm  | Kane             | North Aurora      | Shodeen                | Planning      | 261          |
| Rt 14 near Illinois                        | McHenry          | Fox River Grove   | Gart Partners          | Planning      | 300          |
| Woodmoor on Finley Road/fmr Ken-Loch       | DuPage           | Uninc/Lombard     | Donven Homes           | Planning      | 388          |
| Yorktown                                   | DuPage           | Lombard           | AIMCO                  | Planning      | 78           |
| McChesney & Miller site                    | DuPage           | Glen Ellyn        | Springbank/Trandel     | Planning      | 245          |
| Giesche site/400 N Main                    | DuPage           | Glen Ellyn        | Opus                   | Planning      | 110          |
| NWC Addison & First                        | DuPage           | Elmhurst          | Opus                   | Planning      | 160          |
| Oak Brook Hilton site                      | DuPage           | Westmont          | Harp Group             | Planning      | 250          |
| Main & Maple                               | DuPage           | Downers Grove     | Trammel Crow           | Planning      | 115          |
| Yorktown Commons                           | DuPage           | Lombard           | Continuum              | Planning      | 550          |
| NWC Lake & Forest                          | South Cook       | Oak Park          | Albion                 | Planning      | 265          |
| SEC Harlem & South Blvd                    | South Cook       | Oak Park          | Lincoln                | Planning      | 250          |
| Highlands of Lockport/143rd & 355          | Will             | Lockport          | Equibase/Heartland     | Planning      | 248          |
| Lincoln Station/NS Rt 30 at Prairie & RR   | Will             | New Lenox         | Gammonly               | Planning      | 208          |
| Normantown E of Brunswick                  | Will             | Romeoville        | Rose/S.R. Jacobsen     | Planning      | 216          |
| Highpoint Town Square                      | Will             | Romeoville        | HPTS                   | Planning      | 72           |

**Conclusions**

We are aware of several additional projects being planned throughout the metro area, focused on transit oriented development in downtown markets. Projects are generally under 250 units but face significant challenges for necessary rental rates for feasibility along with financing.

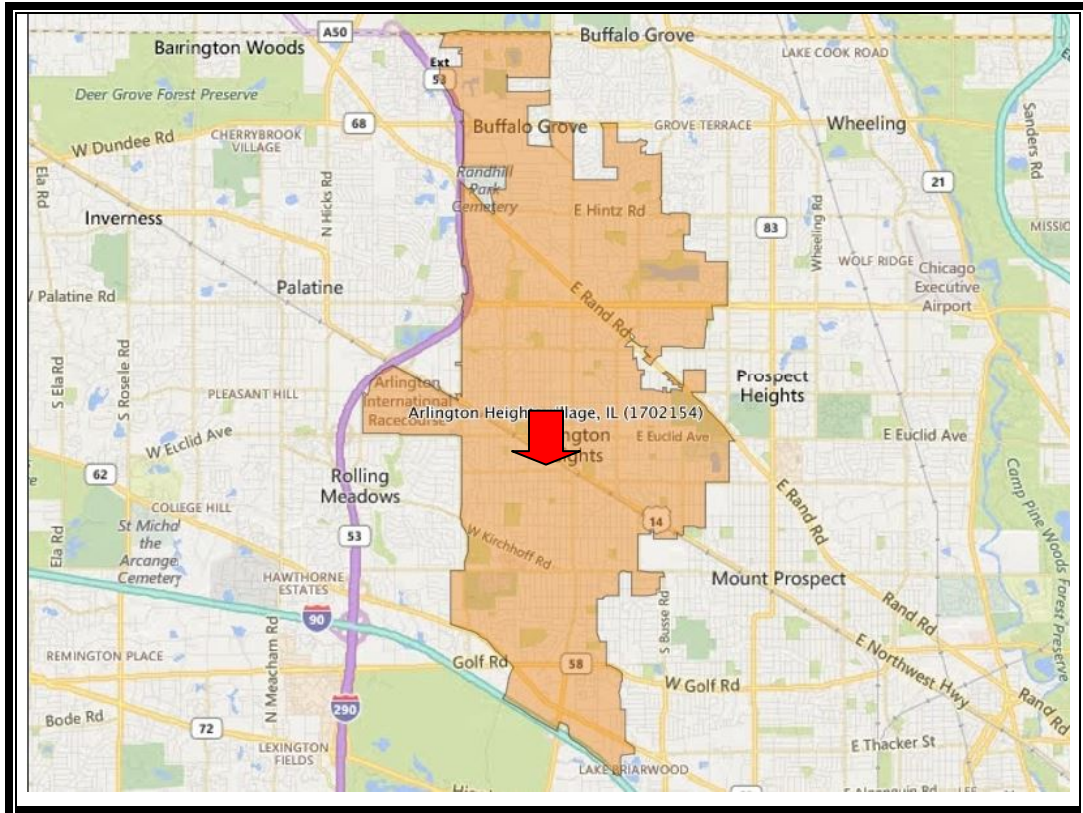
With an average delivery of roughly 1,000 units per year in the suburban market since 1996, the addition to overall supply has been minimal, particularly over the past 10 years. Combined with the number of condo conversions that occurred in the market, the supply of rental units has actually seen a notable decline. While certain submarkets are adequately supplied with rental units at this time, we believe opportunities exist to create additional rental product. The diverse employment base for the MSA and our direct surveys of buildings in the market indicates a strong long term picture for multi-family rental product.

Difficulties remain however in securing large enough sites suitable for development and obtaining the necessary zoning approvals in light of general community opposition to rental development. As shown, these factors are contributing to a shift in development to more high density sites – potentially in redeveloping downtown markets as transit oriented developments. The costs of construction remain high (\$250+/- psf) for these mid-rise structures (concrete construction) and while demand may certainly exist, the feasible rent levels will be catering to the upper end of the market. While adding supply of substance appears improbable at this point in the MSA overall, we note a significant increase in activity.

## DEMOGRAPHIC TRENDS – 2017 STATISTICS

In researching the demographics of the target market area, we have provided Claritas data from the Nielsen Company for the demographics of the residents located within Mount Prospect.

We fully recognize that while the demographics provide insights into the existing population, demand for the subject units will come from both the immediate market area and from outside this market area.



**Mount Prospect Location Map**

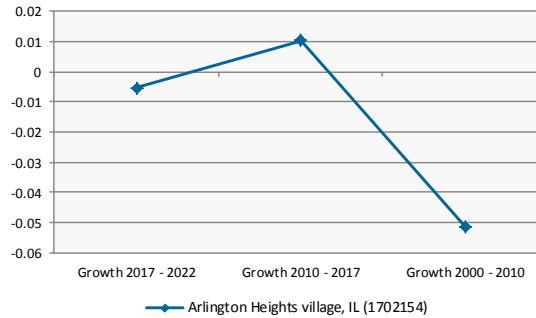


### 2017 Household Income by Age of Householder – Mount Prospect (Source: The Nielsen Company)

| Description                         | Arlington Heights village, IL (1702154) |                 |                  |                  |                  |                 |                 |                 | Total         | Percentage    |
|-------------------------------------|-----------------------------------------|-----------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|---------------|---------------|
|                                     | Age 15 - 24                             | Age 25 - 34     | Age 35 - 44      | Age 45 - 54      | Age 55 - 64      | Age 65 - 74     | Age 75 - 84     | Age 85+         |               |               |
| <b>Household Totals</b>             | <b>647</b>                              | <b>3,495</b>    | <b>4,884</b>     | <b>6,185</b>     | <b>6,670</b>     | <b>4,742</b>    | <b>3,014</b>    | <b>1,829</b>    | <b>31,466</b> |               |
| % of Total Households               | 2.06%                                   | 11.11%          | 15.52%           | 19.66%           | 21.20%           | 15.07%          | 9.58%           | 5.81%           |               |               |
| <b>Income Less than \$15,000</b>    | <b>73</b>                               | <b>151</b>      | <b>119</b>       | <b>212</b>       | <b>315</b>       | <b>259</b>      | <b>336</b>      | <b>326</b>      | <b>1,791</b>  | <b>5.69%</b>  |
| % Across Age Ranges                 | 4.08%                                   | 8.43%           | 6.64%            | 11.84%           | 17.59%           | 14.46%          | 18.76%          | 18.20%          |               |               |
| % Within Age Range                  | 11.28%                                  | 4.32%           | 2.44%            | 3.43%            | 4.72%            | 5.46%           | 11.15%          | 17.82%          |               |               |
| <b>Income \$15,000 - \$24,999</b>   | <b>80</b>                               | <b>135</b>      | <b>102</b>       | <b>141</b>       | <b>196</b>       | <b>382</b>      | <b>502</b>      | <b>394</b>      | <b>1,932</b>  | <b>6.14%</b>  |
| % Across Age Ranges                 | 4.14%                                   | 6.99%           | 5.28%            | 7.30%            | 10.14%           | 19.77%          | 25.98%          | 20.39%          |               |               |
| % Within Age Range                  | 12.36%                                  | 3.86%           | 2.09%            | 2.28%            | 2.94%            | 8.06%           | 16.66%          | 21.54%          |               |               |
| <b>Income \$25,000 - \$34,999</b>   | <b>46</b>                               | <b>272</b>      | <b>192</b>       | <b>197</b>       | <b>288</b>       | <b>395</b>      | <b>390</b>      | <b>261</b>      | <b>2,041</b>  | <b>6.49%</b>  |
| % Across Age Ranges                 | 2.25%                                   | 13.33%          | 9.41%            | 9.65%            | 14.11%           | 19.35%          | 19.11%          | 12.79%          |               |               |
| % Within Age Range                  | 7.11%                                   | 7.78%           | 3.93%            | 3.19%            | 4.32%            | 8.33%           | 12.94%          | 14.27%          |               |               |
| <b>Income \$35,000 - \$49,999</b>   | <b>81</b>                               | <b>416</b>      | <b>379</b>       | <b>391</b>       | <b>481</b>       | <b>668</b>      | <b>504</b>      | <b>246</b>      | <b>3,166</b>  | <b>10.06%</b> |
| % Across Age Ranges                 | 2.56%                                   | 13.14%          | 11.97%           | 12.35%           | 15.19%           | 21.10%          | 15.92%          | 7.77%           |               |               |
| % Within Age Range                  | 12.52%                                  | 11.90%          | 7.76%            | 6.32%            | 7.21%            | 14.09%          | 16.72%          | 13.45%          |               |               |
| <b>Income \$50,000 - \$74,999</b>   | <b>121</b>                              | <b>703</b>      | <b>676</b>       | <b>907</b>       | <b>1,053</b>     | <b>913</b>      | <b>510</b>      | <b>270</b>      | <b>5,153</b>  | <b>16.38%</b> |
| % Across Age Ranges                 | 2.35%                                   | 13.64%          | 13.12%           | 17.60%           | 20.43%           | 17.72%          | 9.90%           | 5.24%           |               |               |
| % Within Age Range                  | 18.70%                                  | 20.11%          | 13.84%           | 14.66%           | 15.79%           | 19.25%          | 16.92%          | 14.76%          |               |               |
| <b>Income \$75,000 - \$99,999</b>   | <b>185</b>                              | <b>537</b>      | <b>656</b>       | <b>815</b>       | <b>892</b>       | <b>731</b>      | <b>317</b>      | <b>146</b>      | <b>4,279</b>  | <b>13.60%</b> |
| % Across Age Ranges                 | 4.32%                                   | 12.55%          | 15.33%           | 19.05%           | 20.85%           | 17.08%          | 7.41%           | 3.41%           |               |               |
| % Within Age Range                  | 28.59%                                  | 15.36%          | 13.43%           | 13.18%           | 13.37%           | 15.42%          | 10.52%          | 7.98%           |               |               |
| <b>Income \$100,000 - \$124,999</b> | <b>30</b>                               | <b>462</b>      | <b>737</b>       | <b>699</b>       | <b>697</b>       | <b>479</b>      | <b>152</b>      | <b>87</b>       | <b>3,343</b>  | <b>10.62%</b> |
| % Across Age Ranges                 | 0.90%                                   | 13.82%          | 22.05%           | 20.91%           | 20.85%           | 14.33%          | 4.55%           | 2.60%           |               |               |
| % Within Age Range                  | 4.64%                                   | 13.22%          | 15.09%           | 11.30%           | 10.45%           | 10.10%          | 5.04%           | 4.76%           |               |               |
| <b>Income \$125,000 - \$149,999</b> | <b>19</b>                               | <b>259</b>      | <b>423</b>       | <b>627</b>       | <b>638</b>       | <b>351</b>      | <b>126</b>      | <b>53</b>       | <b>2,496</b>  | <b>7.93%</b>  |
| % Across Age Ranges                 | 0.76%                                   | 10.38%          | 16.95%           | 25.12%           | 25.56%           | 14.06%          | 5.05%           | 2.12%           |               |               |
| % Within Age Range                  | 2.94%                                   | 7.41%           | 8.66%            | 10.14%           | 9.57%            | 7.40%           | 4.18%           | 2.90%           |               |               |
| <b>Income \$150,000 - \$199,999</b> | <b>7</b>                                | <b>337</b>      | <b>836</b>       | <b>888</b>       | <b>844</b>       | <b>257</b>      | <b>87</b>       | <b>22</b>       | <b>3,278</b>  | <b>10.42%</b> |
| % Across Age Ranges                 | 0.21%                                   | 10.28%          | 25.50%           | 27.09%           | 25.75%           | 7.84%           | 2.65%           | 0.67%           |               |               |
| % Within Age Range                  | 1.08%                                   | 9.64%           | 17.12%           | 14.36%           | 12.65%           | 5.42%           | 2.89%           | 1.20%           |               |               |
| <b>Income \$200,000 or more</b>     | <b>5</b>                                | <b>223</b>      | <b>764</b>       | <b>1,308</b>     | <b>1,266</b>     | <b>307</b>      | <b>90</b>       | <b>24</b>       | <b>3,987</b>  | <b>12.67%</b> |
| % Across Age Ranges                 | 0.13%                                   | 5.59%           | 19.16%           | 32.81%           | 31.75%           | 7.70%           | 2.26%           | 0.60%           |               |               |
| % Within Age Range                  | 0.77%                                   | 6.38%           | 15.64%           | 21.15%           | 18.98%           | 6.47%           | 2.99%           | 1.31%           |               |               |
| <b>Median Household Income</b>      | <b>\$58,988</b>                         | <b>\$78,282</b> | <b>\$110,787</b> | <b>\$115,361</b> | <b>\$103,945</b> | <b>\$68,264</b> | <b>\$43,304</b> | <b>\$32,452</b> |               |               |

## Demographics: Arlington Heights

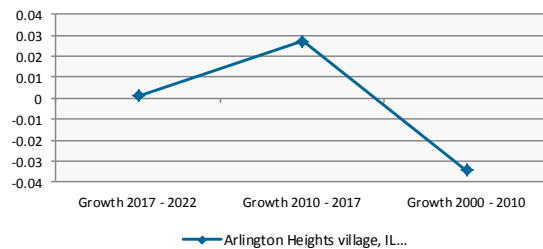
| Description       | Arlington Heights village, IL<br>(1702154) |   |
|-------------------|--------------------------------------------|---|
|                   | Total                                      | % |
| <b>Population</b> |                                            |   |
| 2022 Projection   | 75,477                                     |   |
| 2017 Estimate     | 75,881                                     |   |
| 2010 Census       | 75,101                                     |   |
| 2000 Census       | 79,163                                     |   |



|                    |        |
|--------------------|--------|
| Growth 2017 - 2022 | -0.53% |
| Growth 2010 - 2017 | 1.04%  |
| Growth 2000 - 2010 | -5.13% |

|                                    |               |        |
|------------------------------------|---------------|--------|
| <b>2017 Est. Population by Age</b> | <b>75,881</b> |        |
| Age 0 - 4                          | 4,084         | 5.38%  |
| Age 5 - 9                          | 4,181         | 5.51%  |
| Age 10 - 14                        | 4,514         | 5.95%  |
| Age 15 - 17                        | 2,841         | 3.74%  |
| Age 18 - 20                        | 2,586         | 3.41%  |
| Age 21 - 24                        | 3,486         | 4.59%  |
| Age 25 - 34                        | 8,239         | 10.86% |
| Age 35 - 44                        | 8,945         | 11.79% |
| Age 45 - 54                        | 10,983        | 14.47% |
| Age 55 - 64                        | 11,438        | 15.07% |
| Age 65 - 74                        | 7,640         | 10.07% |
| Age 75 - 84                        | 4,366         | 5.75%  |
| Age 85 and over                    | 2,578         | 3.40%  |
| Age 16 and over                    | 62,165        | 81.92% |
| Age 18 and over                    | 60,261        | 79.42% |
| Age 21 and over                    | 57,675        | 76.01% |
| Age 65 and over                    | 14,584        | 19.22% |
| <b>2017 Est. Median Age</b>        | <b>44.0</b>   |        |
| <b>2017 Est. Average Age</b>       | <b>42.5</b>   |        |

|                   |        |  |
|-------------------|--------|--|
| <b>Households</b> |        |  |
| 2022 Projection   | 31,495 |  |
| 2017 Estimate     | 31,466 |  |
| 2010 Census       | 30,633 |  |
| 2000 Census       | 31,721 |  |



|                    |        |
|--------------------|--------|
| Growth 2017 - 2022 | 0.09%  |
| Growth 2010 - 2017 | 2.72%  |
| Growth 2000 - 2010 | -3.43% |

| Description              | Arlington Heights village, IL<br>(1702154) |   |
|--------------------------|--------------------------------------------|---|
|                          | Total                                      | % |
| <b>Family Households</b> |                                            |   |
| 2022 Projection          | 20,819                                     |   |
| 2017 Estimate            | 20,816                                     |   |
| 2010 Census              | 20,373                                     |   |
| 2000 Census              | 21,324                                     |   |

— Arlington Heights village, IL (1702154)

|                    |        |
|--------------------|--------|
| Growth 2017 - 2022 | 0.01%  |
| Growth 2010 - 2017 | 2.17%  |
| Growth 2000 - 2010 | -4.46% |

|                                               |               |        |
|-----------------------------------------------|---------------|--------|
| <b>2017 Est. Households by Household Type</b> | <b>31,466</b> |        |
| Family Households                             | 20,816        | 66.15% |
| Nonfamily Households                          | 10,650        | 33.85% |
| <b>2017 Est. Group Quarters Population</b>    | <b>713</b>    |        |

|                                                 |               |  |
|-------------------------------------------------|---------------|--|
| <b>2017 Est. Households by Household Income</b> | <b>31,466</b> |  |
|-------------------------------------------------|---------------|--|

- Income < \$15,000
- Income \$15,000 - \$24,999
- Income \$25,000 - \$34,999
- Income \$35,000 - \$49,999
- Income \$50,000 - \$74,999
- Income \$75,000 - \$99,999
- Income \$100,000 - \$124,999
- Income \$125,000 - \$149,999
- Income \$150,000 - \$199,999
- Income \$200,000 - \$249,999
- Income \$250,000 - \$499,999
- Income \$500,000+

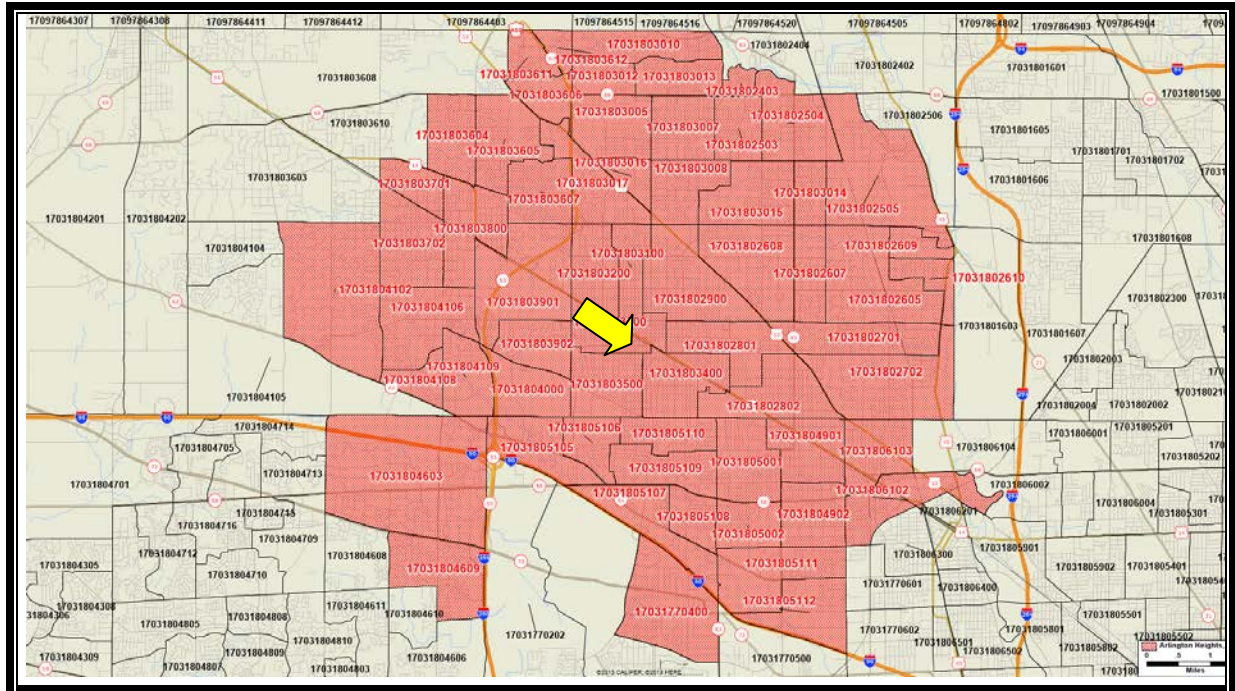
  

|                                    |           |        |
|------------------------------------|-----------|--------|
| Income < \$15,000                  | 1,791     | 5.69%  |
| Income \$15,000 - \$24,999         | 1,932     | 6.14%  |
| Income \$25,000 - \$34,999         | 2,041     | 6.49%  |
| Income \$35,000 - \$49,999         | 3,166     | 10.06% |
| Income \$50,000 - \$74,999         | 5,153     | 16.38% |
| Income \$75,000 - \$99,999         | 4,279     | 13.60% |
| Income \$100,000 - \$124,999       | 3,343     | 10.62% |
| Income \$125,000 - \$149,999       | 2,496     | 7.93%  |
| Income \$150,000 - \$199,999       | 3,278     | 10.42% |
| Income \$200,000 - \$249,999       | 1,612     | 5.12%  |
| Income \$250,000 - \$499,999       | 1,785     | 5.67%  |
| Income \$500,000+                  | 590       | 1.88%  |
| 2017 Est. Average Household Income | \$112,734 |        |
| 2017 Est. Median Household Income  | \$84,640  |        |

|                                                                                                                                                                  |        | Arlington Heights village, IL<br>(1702154) |   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------------------------------|---|
| Description                                                                                                                                                      |        | Total                                      | % |
| <b>2017 Est. Households by Household Size</b>                                                                                                                    |        | <b>31,466</b>                              |   |
| <div> <div>1-person</div> <div>2-person</div> <div>3-person</div> <div>4-person</div> <div>5-person</div> <div>6-person</div> <div>7-or-more-person</div> </div> |        |                                            |   |
| 1-person                                                                                                                                                         | 9,581  | 30.45%                                     |   |
| 2-person                                                                                                                                                         | 10,180 | 32.35%                                     |   |
| 3-person                                                                                                                                                         | 4,846  | 15.40%                                     |   |
| 4-person                                                                                                                                                         | 4,465  | 14.19%                                     |   |
| 5-person                                                                                                                                                         | 1,751  | 5.56%                                      |   |
| 6-person                                                                                                                                                         | 504    | 1.60%                                      |   |
| 7-or-more-person                                                                                                                                                 | 139    | 0.44%                                      |   |
| 2017 Est. Average Household Size                                                                                                                                 | 2.39   |                                            |   |
| <b>2017 Est. Households by Number of Vehicles</b>                                                                                                                |        | <b>31,466</b>                              |   |
| No Vehicles                                                                                                                                                      | 1,881  | 5.98%                                      |   |
| 1 Vehicle                                                                                                                                                        | 10,315 | 32.78%                                     |   |
| 2 Vehicles                                                                                                                                                       | 14,385 | 45.72%                                     |   |
| 3 Vehicles                                                                                                                                                       | 3,750  | 11.92%                                     |   |
| 4 Vehicles                                                                                                                                                       | 980    | 3.11%                                      |   |
| 5 or more Vehicles                                                                                                                                               | 155    | 0.49%                                      |   |
| 2017 Est. Average Number of Vehicles                                                                                                                             | 1.8    |                                            |   |
| <b>2017 Est. Pop 16+ by Occupation Classification</b>                                                                                                            |        | <b>38,984</b>                              |   |
| <div> <div>Blue Collar</div> <div>White Collar</div> <div>Service and Farm</div> </div>                                                                          |        |                                            |   |
| Blue Collar                                                                                                                                                      | 5,048  | 12.95%                                     |   |
| White Collar                                                                                                                                                     | 29,454 | 75.55%                                     |   |
| Service and Farm                                                                                                                                                 | 4,482  | 11.50%                                     |   |
| <b>2017 Est. Workers Age 16+ by Transp. to Work</b>                                                                                                              |        | <b>38,327</b>                              |   |
| Drove Alone                                                                                                                                                      | 31,173 | 81.33%                                     |   |
| Car Pooled                                                                                                                                                       | 1,705  | 4.45%                                      |   |
| Public Transportation                                                                                                                                            | 2,513  | 6.56%                                      |   |
| Walked                                                                                                                                                           | 512    | 1.34%                                      |   |
| Bicycle                                                                                                                                                          | 118    | 0.31%                                      |   |
| Other Means                                                                                                                                                      | 222    | 0.58%                                      |   |
| Worked at Home                                                                                                                                                   | 2,084  | 5.44%                                      |   |
| <b>2017 Est. Workers Age 16+ by Travel Time to Work</b>                                                                                                          |        |                                            |   |
| Less than 15 Minutes                                                                                                                                             | 7,482  |                                            |   |
| 15 - 29 Minutes                                                                                                                                                  | 11,774 |                                            |   |
| 30 - 44 Minutes                                                                                                                                                  | 8,935  |                                            |   |
| 45 - 59 Minutes                                                                                                                                                  | 3,914  |                                            |   |
| 60 or more Minutes                                                                                                                                               | 4,166  |                                            |   |
| 2017 Est. Avg Travel Time to Work in Minutes                                                                                                                     | 33.00  |                                            |   |
| <b>2017 Est. Occupied Housing Units by Tenure</b>                                                                                                                |        | <b>31,466</b>                              |   |
| Owner Occupied                                                                                                                                                   | 24,272 | 77.14%                                     |   |
| Renter Occupied                                                                                                                                                  | 7,194  | 22.86%                                     |   |
| 2017 Owner Occ. HUs: Avg. Length of Residence                                                                                                                    | 18.5   |                                            |   |
| 2017 Renter Occ. HUs: Avg. Length of Residence                                                                                                                   | 6.4    |                                            |   |



| Description                                              | Arlington Heights village, IL<br>(1702154) |        |
|----------------------------------------------------------|--------------------------------------------|--------|
|                                                          | Total                                      | %      |
| <b>2017 Est. Owner-Occupied Housing Units by Value</b>   | <b>24,272</b>                              |        |
| Value Less than \$20,000                                 | 466                                        | 1.92%  |
| Value \$20,000 - \$39,999                                | 181                                        | 0.75%  |
| Value \$40,000 - \$59,999                                | 167                                        | 0.69%  |
| Value \$60,000 - \$79,999                                | 353                                        | 1.45%  |
| Value \$80,000 - \$99,999                                | 664                                        | 2.74%  |
| Value \$100,000 - \$149,999                              | 1,598                                      | 6.58%  |
| Value \$150,000 - \$199,999                              | 1,469                                      | 6.05%  |
| Value \$200,000 - \$299,999                              | 4,852                                      | 19.99% |
| Value \$300,000 - \$399,999                              | 5,309                                      | 21.87% |
| Value \$400,000 - \$499,999                              | 4,624                                      | 19.05% |
| Value \$500,000 - \$749,999                              | 3,253                                      | 13.40% |
| Value \$750,000 - \$999,999                              | 903                                        | 3.72%  |
| Value \$1,000,000 or more                                | 433                                        | 1.78%  |
| <b>2017 Est. Median All Owner-Occupied Housing Value</b> | <b>\$344,943</b>                           |        |
| <b>2017 Est. Housing Units by Units in Structure</b>     | <b>33,501</b>                              |        |
| 1 Unit Attached                                          | 2,299                                      | 6.86%  |
| 1 Unit Detached                                          | 18,912                                     | 56.45% |
| 2 Units                                                  | 173                                        | 0.52%  |
| 3 or 4 Units                                             | 979                                        | 2.92%  |
| 5 to 19 Units                                            | 4,223                                      | 12.61% |
| 20 to 49 Units                                           | 2,987                                      | 8.92%  |
| 50 or More Units                                         | 3,928                                      | 11.73% |
| Mobile Home or Trailer                                   | 0                                          | 0.00%  |
| Boat, RV, Van, etc.                                      | 0                                          | 0.00%  |
| <b>2017 Est. Housing Units by Year Structure Built</b>   | <b>33,501</b>                              |        |
| Housing Units Built 2010 or later                        | 477                                        | 1.42%  |
| Housing Units Built 2000 to 2009                         | 1,546                                      | 4.61%  |
| Housing Units Built 1990 to 1999                         | 3,102                                      | 9.26%  |
| Housing Units Built 1980 to 1989                         | 5,245                                      | 15.66% |
| Housing Units Built 1970 to 1979                         | 7,876                                      | 23.51% |
| Housing Units Built 1960 to 1969                         | 7,555                                      | 22.55% |
| Housing Units Built 1950 to 1959                         | 5,449                                      | 16.27% |
| Housing Units Built 1940 to 1949                         | 1,017                                      | 3.04%  |
| Housing Unit Built 1939 or Earlier                       | 1,234                                      | 3.68%  |
| <b>2017 Est. Median Year Structure Built</b>             | <b>1972</b>                                |        |



***Ribbon Demographics Market Area Map***

This is somewhat similar to the five mile radius ring, but encompasses a search by census tract.

## Renter Household Demographics



HISTA 2.2 Summary Data

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Arlington Heights, IL



Claritas

| Renter Households   |                    |                    |                    |                    |                     |               |
|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| Age 15 to 54 Years  |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates |                    |                    |                    |                    |                     |               |
|                     | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000          | 675                | 169                | 163                | 78                 | 54                  | 1,139         |
| \$10,000-20,000     | 517                | 313                | 363                | 227                | 264                 | 1,684         |
| \$20,000-30,000     | 935                | 472                | 634                | 487                | 298                 | 2,826         |
| \$30,000-40,000     | 1,192              | 485                | 351                | 294                | 307                 | 2,629         |
| \$40,000-50,000     | 1,030              | 659                | 543                | 293                | 388                 | 2,913         |
| \$50,000-60,000     | 1,175              | 590                | 398                | 312                | 87                  | 2,562         |
| \$60,000-75,000     | 920                | 1,111              | 647                | 290                | 357                 | 3,325         |
| \$75,000-100,000    | 832                | 1,333              | 581                | 322                | 363                 | 3,431         |
| \$100,000-125,000   | 799                | 853                | 162                | 286                | 151                 | 2,251         |
| \$125,000-150,000   | 195                | 336                | 183                | 200                | 81                  | 995           |
| \$150,000-200,000   | 141                | 96                 | 94                 | 80                 | 91                  | 502           |
| \$200,000+          | 98                 | 127                | 172                | 116                | 61                  | 574           |
| <b>Total</b>        | <b>8,509</b>       | <b>6,544</b>       | <b>4,291</b>       | <b>2,985</b>       | <b>2,502</b>        | <b>24,831</b> |

| Percent Renter Households |                    |                    |                    |                    |                     |               |
|---------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| Age 15 to 54 Years        |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates       |                    |                    |                    |                    |                     |               |
|                           | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000                | 2.7%               | 0.7%               | 0.7%               | 0.3%               | 0.2%                | 4.6%          |
| \$10,000-20,000           | 2.1%               | 1.3%               | 1.5%               | 0.9%               | 1.1%                | 6.8%          |
| \$20,000-30,000           | 3.8%               | 1.9%               | 2.6%               | 2.0%               | 1.2%                | 11.4%         |
| \$30,000-40,000           | 4.8%               | 2.0%               | 1.4%               | 1.2%               | 1.2%                | 10.6%         |
| \$40,000-50,000           | 4.1%               | 2.7%               | 2.2%               | 1.2%               | 1.6%                | 11.7%         |
| \$50,000-60,000           | 4.7%               | 2.4%               | 1.6%               | 1.3%               | 0.4%                | 10.3%         |
| \$60,000-75,000           | 3.7%               | 4.5%               | 2.6%               | 1.2%               | 1.4%                | 13.4%         |
| \$75,000-100,000          | 3.4%               | 5.4%               | 2.3%               | 1.3%               | 1.5%                | 13.8%         |
| \$100,000-125,000         | 3.2%               | 3.4%               | 0.7%               | 1.2%               | 0.6%                | 9.1%          |
| \$125,000-150,000         | 0.8%               | 1.4%               | 0.7%               | 0.8%               | 0.3%                | 4.0%          |
| \$150,000-200,000         | 0.6%               | 0.4%               | 0.4%               | 0.3%               | 0.4%                | 2.0%          |
| \$200,000+                | 0.4%               | 0.5%               | 0.7%               | 0.5%               | 0.2%                | 2.3%          |
| <b>Total</b>              | <b>34.3%</b>       | <b>26.4%</b>       | <b>17.3%</b>       | <b>12.0%</b>       | <b>10.1%</b>        | <b>100.0%</b> |

| Renter Households   |                    |                    |                    |                    |                     |               |
|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| Aged 55+ Years      |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates |                    |                    |                    |                    |                     |               |
|                     | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000          | 747                | 122                | 35                 | 61                 | 17                  | 982           |
| \$10,000-20,000     | 1,281              | 238                | 26                 | 66                 | 15                  | 1,626         |
| \$20,000-30,000     | 870                | 248                | 52                 | 73                 | 15                  | 1,258         |
| \$30,000-40,000     | 557                | 200                | 71                 | 57                 | 33                  | 918           |
| \$40,000-50,000     | 388                | 205                | 71                 | 60                 | 18                  | 742           |
| \$50,000-60,000     | 364                | 194                | 49                 | 57                 | 23                  | 687           |
| \$60,000-75,000     | 492                | 306                | 49                 | 59                 | 23                  | 929           |
| \$75,000-100,000    | 495                | 267                | 92                 | 113                | 79                  | 1,046         |
| \$100,000-125,000   | 280                | 186                | 51                 | 77                 | 31                  | 625           |
| \$125,000-150,000   | 220                | 82                 | 40                 | 38                 | 12                  | 392           |
| \$150,000-200,000   | 228                | 119                | 36                 | 50                 | 14                  | 447           |
| \$200,000+          | 206                | 77                 | 47                 | 27                 | 10                  | 367           |
| <b>Total</b>        | <b>6,128</b>       | <b>2,244</b>       | <b>619</b>         | <b>738</b>         | <b>290</b>          | <b>10,019</b> |

| Percent Renter Households |                    |                    |                    |                    |                     |               |
|---------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| Aged 55+ Years            |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates       |                    |                    |                    |                    |                     |               |
|                           | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000                | 7.5%               | 1.2%               | 0.3%               | 0.6%               | 0.2%                | 9.8%          |
| \$10,000-20,000           | 12.8%              | 2.4%               | 0.3%               | 0.7%               | 0.1%                | 16.2%         |
| \$20,000-30,000           | 8.7%               | 2.5%               | 0.5%               | 0.7%               | 0.1%                | 12.6%         |
| \$30,000-40,000           | 5.6%               | 2.0%               | 0.7%               | 0.6%               | 0.3%                | 9.2%          |
| \$40,000-50,000           | 3.9%               | 2.0%               | 0.7%               | 0.6%               | 0.2%                | 7.4%          |
| \$50,000-60,000           | 3.6%               | 1.9%               | 0.5%               | 0.6%               | 0.2%                | 6.9%          |
| \$60,000-75,000           | 4.9%               | 3.1%               | 0.5%               | 0.6%               | 0.2%                | 9.3%          |
| \$75,000-100,000          | 4.9%               | 2.7%               | 0.9%               | 1.1%               | 0.8%                | 10.4%         |
| \$100,000-125,000         | 2.8%               | 1.9%               | 0.5%               | 0.8%               | 0.3%                | 6.2%          |
| \$125,000-150,000         | 2.2%               | 0.8%               | 0.4%               | 0.4%               | 0.1%                | 3.9%          |
| \$150,000-200,000         | 2.3%               | 1.2%               | 0.4%               | 0.5%               | 0.1%                | 4.5%          |
| \$200,000+                | 2.1%               | 0.8%               | 0.5%               | 0.3%               | 0.1%                | 3.7%          |
| <b>Total</b>              | <b>61.2%</b>       | <b>22.4%</b>       | <b>6.2%</b>        | <b>7.4%</b>        | <b>2.9%</b>         | <b>100.0%</b> |

| Renter Households   |                    |                    |                    |                    |                     |               |
|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| All Age Groups      |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates |                    |                    |                    |                    |                     |               |
|                     | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000          | 1,422              | 291                | 198                | 139                | 71                  | 2,121         |
| \$10,000-20,000     | 1,798              | 551                | 389                | 293                | 279                 | 3,310         |
| \$20,000-30,000     | 1,805              | 720                | 686                | 560                | 313                 | 4,084         |
| \$30,000-40,000     | 1,749              | 685                | 422                | 351                | 340                 | 3,547         |
| \$40,000-50,000     | 1,418              | 864                | 614                | 353                | 406                 | 3,655         |
| \$50,000-60,000     | 1,539              | 784                | 447                | 369                | 110                 | 3,249         |
| \$60,000-75,000     | 1,412              | 1,417              | 696                | 349                | 380                 | 4,254         |
| \$75,000-100,000    | 1,327              | 1,600              | 673                | 435                | 442                 | 4,477         |
| \$100,000-125,000   | 1,079              | 1,039              | 213                | 363                | 182                 | 2,876         |
| \$125,000-150,000   | 415                | 418                | 223                | 238                | 93                  | 1,387         |
| \$150,000-200,000   | 369                | 215                | 130                | 130                | 105                 | 949           |
| \$200,000+          | 304                | 204                | 219                | 143                | 71                  | 941           |
| <b>Total</b>        | <b>14,637</b>      | <b>8,788</b>       | <b>4,910</b>       | <b>3,723</b>       | <b>2,792</b>        | <b>34,850</b> |

| Percent Renter Households |                    |                    |                    |                    |                     |               |
|---------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| All Age Groups            |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates       |                    |                    |                    |                    |                     |               |
|                           | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000                | 4.1%               | 0.8%               | 0.6%               | 0.4%               | 0.2%                | 6.1%          |
| \$10,000-20,000           | 5.2%               | 1.6%               | 1.1%               | 0.8%               | 0.8%                | 9.5%          |
| \$20,000-30,000           | 5.2%               | 2.1%               | 2.0%               | 1.6%               | 0.9%                | 11.7%         |
| \$30,000-40,000           | 5.0%               | 2.0%               | 1.2%               | 1.0%               | 1.0%                | 10.2%         |
| \$40,000-50,000           | 4.1%               | 2.5%               | 1.8%               | 1.0%               | 1.2%                | 10.5%         |
| \$50,000-60,000           | 4.4%               | 2.2%               | 1.3%               | 1.1%               | 0.3%                | 9.3%          |
| \$60,000-75,000           | 4.1%               | 4.1%               | 2.0%               | 1.0%               | 1.1%                | 12.2%         |
| \$75,000-100,000          | 3.8%               | 4.6%               | 1.9%               | 1.2%               | 1.3%                | 12.8%         |
| \$100,000-125,000         | 3.1%               | 3.0%               | 0.6%               | 1.0%               | 0.5%                | 8.3%          |
| \$125,000-150,000         | 1.2%               | 1.2%               | 0.6%               | 0.7%               | 0.3%                | 4.0%          |
| \$150,000-200,000         | 1.1%               | 0.6%               | 0.4%               | 0.4%               | 0.3%                | 2.7%          |
| \$200,000+                | 0.9%               | 0.6%               | 0.6%               | 0.4%               | 0.2%                | 2.7%          |
| <b>Total</b>              | <b>42.0%</b>       | <b>25.2%</b>       | <b>14.1%</b>       | <b>10.7%</b>       | <b>8.0%</b>         | <b>100.0%</b> |

## Owner Household Demographics



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### HISTA 2.2 Summary Data

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Arlington Heights, IL Claritas

| Owner Households    |                    |                    |                    |                    |                     |               |
|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| Age 15 to 54 Years  |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates |                    |                    |                    |                    |                     |               |
|                     | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000          | 261                | 156                | 115                | 143                | 94                  | 769           |
| \$10,000-20,000     | 196                | 104                | 94                 | 82                 | 127                 | 603           |
| \$20,000-30,000     | 480                | 244                | 263                | 218                | 134                 | 1,339         |
| \$30,000-40,000     | 422                | 239                | 270                | 264                | 188                 | 1,383         |
| \$40,000-50,000     | 705                | 370                | 516                | 474                | 279                 | 2,344         |
| \$50,000-60,000     | 714                | 427                | 572                | 467                | 298                 | 2,478         |
| \$60,000-75,000     | 964                | 758                | 682                | 805                | 861                 | 4,070         |
| \$75,000-100,000    | 820                | 1,538              | 1,264              | 1,544              | 1,713               | 6,879         |
| \$100,000-125,000   | 466                | 1,179              | 1,226              | 1,957              | 1,189               | 6,017         |
| \$125,000-150,000   | 315                | 935                | 1,009              | 1,274              | 759                 | 4,292         |
| \$150,000-200,000   | 187                | 1,128              | 1,337              | 2,052              | 1,114               | 5,818         |
| \$200,000+          | 236                | 951                | 1,341              | 1,973              | 1,352               | 5,853         |
| <b>Total</b>        | <b>5,766</b>       | <b>8,029</b>       | <b>8,689</b>       | <b>11,253</b>      | <b>8,108</b>        | <b>41,845</b> |

| Percent Owner Households |                    |                    |                    |                    |                     |               |
|--------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| Age 15 to 54 Years       |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates      |                    |                    |                    |                    |                     |               |
|                          | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000               | 0.6%               | 0.4%               | 0.3%               | 0.3%               | 0.2%                | 1.8%          |
| \$10,000-20,000          | 0.5%               | 0.2%               | 0.2%               | 0.2%               | 0.3%                | 1.4%          |
| \$20,000-30,000          | 1.1%               | 0.6%               | 0.6%               | 0.5%               | 0.3%                | 3.2%          |
| \$30,000-40,000          | 1.0%               | 0.6%               | 0.6%               | 0.6%               | 0.4%                | 3.3%          |
| \$40,000-50,000          | 1.7%               | 0.9%               | 1.2%               | 1.1%               | 0.7%                | 5.6%          |
| \$50,000-60,000          | 1.7%               | 1.0%               | 1.4%               | 1.1%               | 0.7%                | 5.9%          |
| \$60,000-75,000          | 2.3%               | 1.8%               | 1.6%               | 1.9%               | 2.1%                | 9.7%          |
| \$75,000-100,000         | 2.0%               | 3.7%               | 3.0%               | 3.7%               | 4.1%                | 16.4%         |
| \$100,000-125,000        | 1.1%               | 2.8%               | 2.9%               | 4.7%               | 2.8%                | 14.4%         |
| \$125,000-150,000        | 0.8%               | 2.2%               | 2.4%               | 3.0%               | 1.8%                | 10.3%         |
| \$150,000-200,000        | 0.4%               | 2.7%               | 3.2%               | 4.9%               | 2.7%                | 13.9%         |
| \$200,000+               | 0.6%               | 2.3%               | 3.2%               | 4.7%               | 3.2%                | 14.0%         |
| <b>Total</b>             | <b>13.8%</b>       | <b>19.2%</b>       | <b>20.8%</b>       | <b>26.9%</b>       | <b>19.4%</b>        | <b>100.0%</b> |

| Owner Households    |                    |                    |                    |                    |                     |               |
|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| Aged 55+ Years      |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates |                    |                    |                    |                    |                     |               |
|                     | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000          | 850                | 495                | 123                | 66                 | 34                  | 1,568         |
| \$10,000-20,000     | 2,290              | 751                | 120                | 69                 | 34                  | 3,264         |
| \$20,000-30,000     | 2,372              | 2,049              | 197                | 57                 | 55                  | 4,730         |
| \$30,000-40,000     | 2,024              | 1,927              | 270                | 97                 | 36                  | 4,354         |
| \$40,000-50,000     | 1,605              | 1,993              | 305                | 97                 | 84                  | 4,084         |
| \$50,000-60,000     | 1,073              | 1,838              | 397                | 154                | 50                  | 3,512         |
| \$60,000-75,000     | 1,538              | 2,374              | 776                | 230                | 187                 | 5,105         |
| \$75,000-100,000    | 1,266              | 3,379              | 1,176              | 423                | 126                 | 6,370         |
| \$100,000-125,000   | 799                | 2,067              | 1,081              | 328                | 200                 | 4,475         |
| \$125,000-150,000   | 584                | 1,625              | 665                | 317                | 174                 | 3,365         |
| \$150,000-200,000   | 455                | 1,697              | 749                | 420                | 186                 | 3,507         |
| \$200,000+          | 535                | 2,293              | 895                | 388                | 177                 | 4,288         |
| <b>Total</b>        | <b>15,391</b>      | <b>22,488</b>      | <b>6,754</b>       | <b>2,646</b>       | <b>1,343</b>        | <b>48,622</b> |

| Percent Owner Households |                    |                    |                    |                    |                     |               |
|--------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| Aged 55+ Years           |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates      |                    |                    |                    |                    |                     |               |
|                          | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000               | 1.7%               | 1.0%               | 0.3%               | 0.1%               | 0.1%                | 3.2%          |
| \$10,000-20,000          | 4.7%               | 1.5%               | 0.2%               | 0.1%               | 0.1%                | 6.7%          |
| \$20,000-30,000          | 4.9%               | 4.2%               | 0.4%               | 0.1%               | 0.1%                | 9.7%          |
| \$30,000-40,000          | 4.2%               | 4.0%               | 0.6%               | 0.2%               | 0.1%                | 9.0%          |
| \$40,000-50,000          | 3.3%               | 4.1%               | 0.6%               | 0.2%               | 0.2%                | 8.4%          |
| \$50,000-60,000          | 2.2%               | 3.8%               | 0.8%               | 0.3%               | 0.1%                | 7.2%          |
| \$60,000-75,000          | 3.2%               | 4.9%               | 1.6%               | 0.5%               | 0.4%                | 10.5%         |
| \$75,000-100,000         | 2.6%               | 6.9%               | 2.4%               | 0.9%               | 0.3%                | 13.1%         |
| \$100,000-125,000        | 1.6%               | 4.3%               | 2.2%               | 0.7%               | 0.4%                | 9.2%          |
| \$125,000-150,000        | 1.2%               | 3.3%               | 1.4%               | 0.7%               | 0.4%                | 6.9%          |
| \$150,000-200,000        | 0.9%               | 3.5%               | 1.5%               | 0.9%               | 0.4%                | 7.2%          |
| \$200,000+               | 1.1%               | 4.7%               | 1.8%               | 0.8%               | 0.4%                | 8.8%          |
| <b>Total</b>             | <b>31.7%</b>       | <b>46.3%</b>       | <b>13.9%</b>       | <b>5.4%</b>        | <b>2.8%</b>         | <b>100.0%</b> |

| Owner Households    |                    |                    |                    |                    |                     |               |
|---------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| All Age Groups      |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates |                    |                    |                    |                    |                     |               |
|                     | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000          | 1,111              | 651                | 238                | 209                | 128                 | 2,337         |
| \$10,000-20,000     | 2,486              | 855                | 214                | 151                | 161                 | 3,867         |
| \$20,000-30,000     | 2,852              | 2,293              | 460                | 275                | 189                 | 6,069         |
| \$30,000-40,000     | 2,446              | 2,166              | 540                | 361                | 224                 | 5,737         |
| \$40,000-50,000     | 2,310              | 2,363              | 821                | 571                | 363                 | 6,428         |
| \$50,000-60,000     | 1,787              | 2,265              | 969                | 621                | 348                 | 5,990         |
| \$60,000-75,000     | 2,502              | 3,132              | 1,458              | 1,035              | 1,048               | 9,175         |
| \$75,000-100,000    | 2,086              | 4,917              | 2,440              | 1,967              | 1,839               | 13,249        |
| \$100,000-125,000   | 1,265              | 3,246              | 2,307              | 2,285              | 1,389               | 10,492        |
| \$125,000-150,000   | 899                | 2,560              | 1,674              | 1,591              | 933                 | 7,657         |
| \$150,000-200,000   | 642                | 2,825              | 2,086              | 2,472              | 1,300               | 9,325         |
| \$200,000+          | 771                | 3,244              | 2,236              | 2,361              | 1,529               | 10,141        |
| <b>Total</b>        | <b>21,157</b>      | <b>30,517</b>      | <b>15,443</b>      | <b>13,899</b>      | <b>9,451</b>        | <b>90,467</b> |

| Percent Owner Households |                    |                    |                    |                    |                     |               |
|--------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------|
| All Age Groups           |                    |                    |                    |                    |                     |               |
| Year 2017 Estimates      |                    |                    |                    |                    |                     |               |
|                          | 1-Person Household | 2-Person Household | 3-Person Household | 4-Person Household | 5+-Person Household | Total         |
| \$0-10,000               | 1.2%               | 0.7%               | 0.3%               | 0.2%               | 0.1%                | 2.6%          |
| \$10,000-20,000          | 2.7%               | 0.9%               | 0.2%               | 0.2%               | 0.2%                | 4.3%          |
| \$20,000-30,000          | 3.2%               | 2.5%               | 0.5%               | 0.3%               | 0.2%                | 6.7%          |
| \$30,000-40,000          | 2.7%               | 2.4%               | 0.6%               | 0.4%               | 0.2%                | 6.3%          |
| \$40,000-50,000          | 2.6%               | 2.6%               | 0.9%               | 0.6%               | 0.4%                | 7.1%          |
| \$50,000-60,000          | 2.0%               | 2.5%               | 1.1%               | 0.7%               | 0.4%                | 6.6%          |
| \$60,000-75,000          | 2.8%               | 3.5%               | 1.6%               | 1.1%               | 1.2%                | 10.1%         |
| \$75,000-100,000         | 2.3%               | 5.4%               | 2.7%               | 2.2%               | 2.0%                | 14.6%         |
| \$100,000-125,000        | 1.4%               | 3.6%               | 2.6%               | 2.5%               | 1.5%                | 11.6%         |
| \$125,000-150,000        | 1.0%               | 2.8%               | 1.9%               | 1.8%               | 1.0%                | 8.5%          |
| \$150,000-200,000        | 0.7%               | 3.1%               | 2.3%               | 2.7%               | 1.4%                | 10.3%         |
| \$200,000+               | 0.9%               | 3.6%               | 2.5%               | 2.6%               | 1.7%                | 11.2%         |
| <b>Total</b>             | <b>23.4%</b>       | <b>33.7%</b>       | <b>17.1%</b>       | <b>15.4%</b>       | <b>10.4%</b>        | <b>100.0%</b> |



There is also a large component of small households in the area, which is the target market for multi-family housing:

- Single person households comprise 30.45% of the households within Arlington Heights, with two person households comprising 32.35% of the households in the Village. Thus, the one and two person households comprise 62.80 % of the households in this market area.

According to the Ribbon Demographics statistics, renter households with incomes over \$60,000 total 14,884 or 43% of all renter households while the owner households with incomes over \$60,000 total 60,039 or 66% of all owner households. With the continuing trend of empty nesters selling homes and deciding to rent, we expect to see additional former-owners enter the rental market and note that the income levels of the owner households will certainly support the cost of the target rents.

As already discussed, the drawing area for the project will actually be much wider than these geographic boundaries. Additional renter demand from persons from outside the area due to job relocations or others relocating to be closer to their employment or children/grandchildren.

### **Qualifying Income**

Our recommendations for the subject units result in average net effective monthly rents as shown below, along with the minimum income to qualify, utilizing both 30% and 35% rent/income ratios:

|                   | <b>1BR</b> | <b>2BR</b> |
|-------------------|------------|------------|
| Monthly Rent      | \$1,825    | \$2,475    |
| 12 months         | 12         | 12         |
| Annual Rent       | \$21,900   | \$29,700   |
| Rent/Income Ratio | 30%        | 30%        |
| Minimum Income    | \$73,000   | \$99,000   |

|                   | <b>1BR</b> | <b>2BR</b> |
|-------------------|------------|------------|
| Monthly Rent      | \$1,825    | \$2,475    |
| 12 months         | 12         | 12         |
| Annual Rent       | \$21,900   | \$29,700   |
| Rent/Income Ratio | 35%        | 35%        |
| Minimum Income    | \$62,571   | \$84,857   |

Residents living within Arlington Heights have an average household income of \$112,734 with a median income of \$84,640. With 14,884 renter households in this primary market area with incomes over \$60,000 and the subject property comprising 86 units, the subject property would need to capture less than 1% of the target market. In reality, the property will be drawing from a larger radius than the Village of Arlington Heights, which would reduce the required capture rate even further.

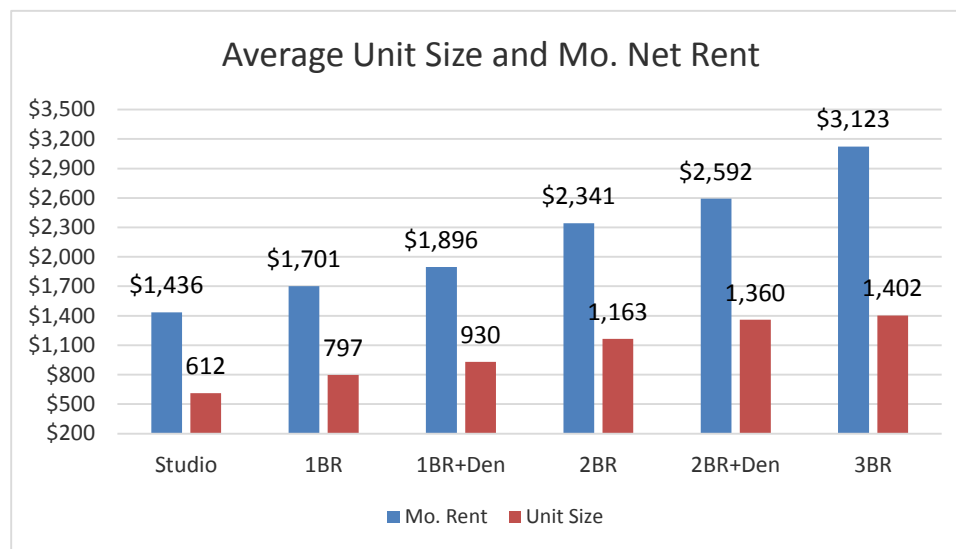
## RENTAL COMPETITION SURVEY

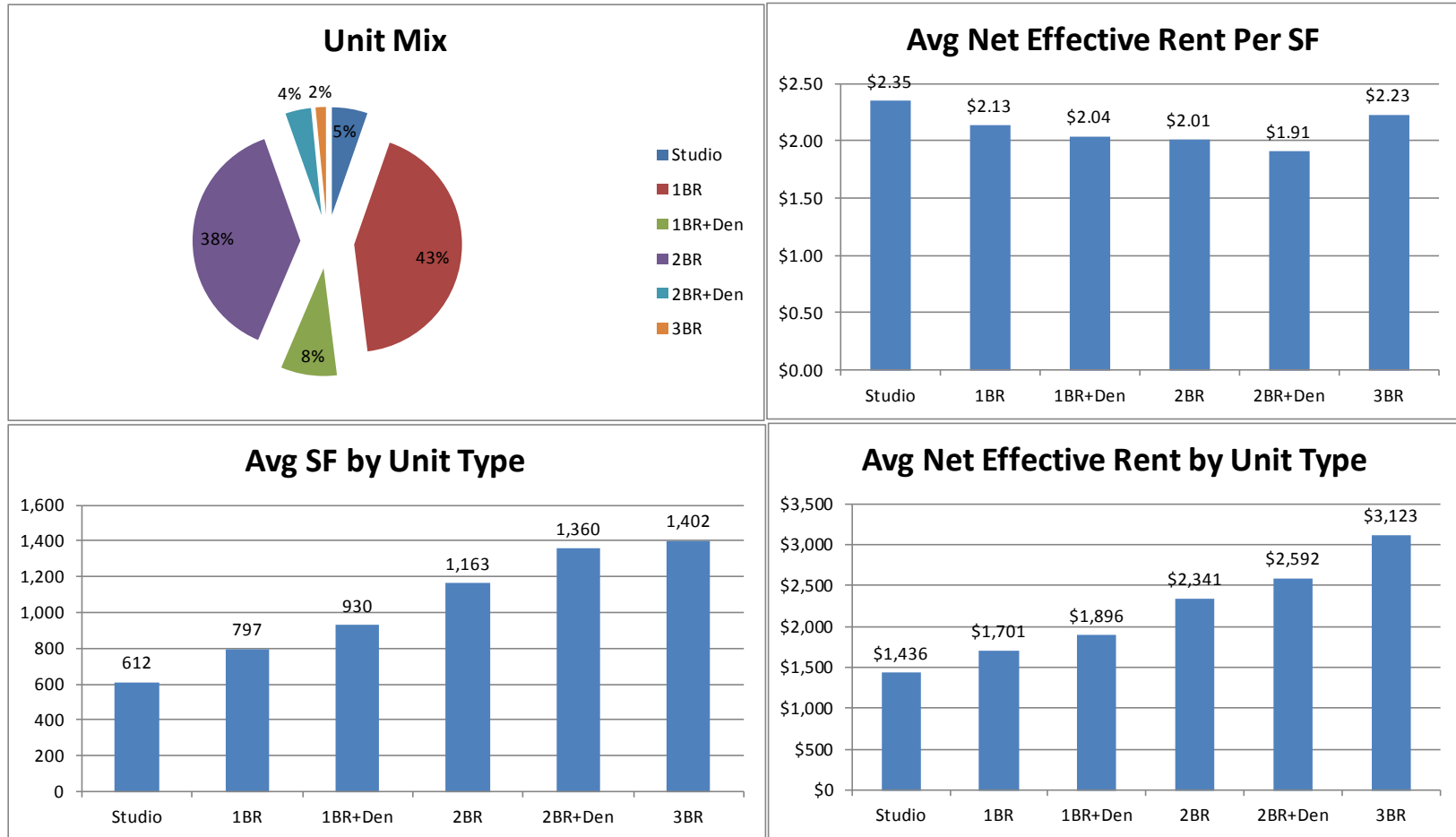
In this section of the report, we have included a survey of the competitive rental apartment units located in the market. We have considered properties within the surrounding communities that are Class A rental properties that were developed within the last several years.

The following is a summary of our rental survey.

### Rental Survey Summary

| Unit Type            | # of Units   | %           | Avg. SF    | Quoted         |               | Effective      |               |
|----------------------|--------------|-------------|------------|----------------|---------------|----------------|---------------|
|                      |              |             |            | Avg. Rent      | Rent PSF      | Avg. Rent      | Rent PSF      |
| Studio               | 183          | 5%          | 612        | \$1,477        | \$2.41        | \$1,436        | \$2.35        |
| 1BR                  | 1,460        | 43%         | 797        | \$1,786        | \$2.24        | \$1,701        | \$2.13        |
| 1BR+Den              | 287          | 8%          | 930        | \$1,972        | \$2.12        | \$1,896        | \$2.04        |
| 2BR                  | 1,306        | 38%         | 1,163      | \$2,460        | \$2.11        | \$2,341        | \$2.01        |
| 2BR+Den              | 132          | 4%          | 1,360      | \$2,891        | \$2.13        | \$2,592        | \$1.91        |
| 3BR                  | 53           | 2%          | 1,402      | \$3,253        | \$2.32        | \$3,123        | \$2.23        |
| <b>Total/Avg.</b>    | <b>3,421</b> | <b>100%</b> |            |                | <b>\$2.22</b> |                | <b>\$2.11</b> |
| <b>Weighted Avg.</b> |              |             | <b>969</b> | <b>\$2,107</b> | <b>\$2.19</b> | <b>\$2,004</b> | <b>\$2.08</b> |







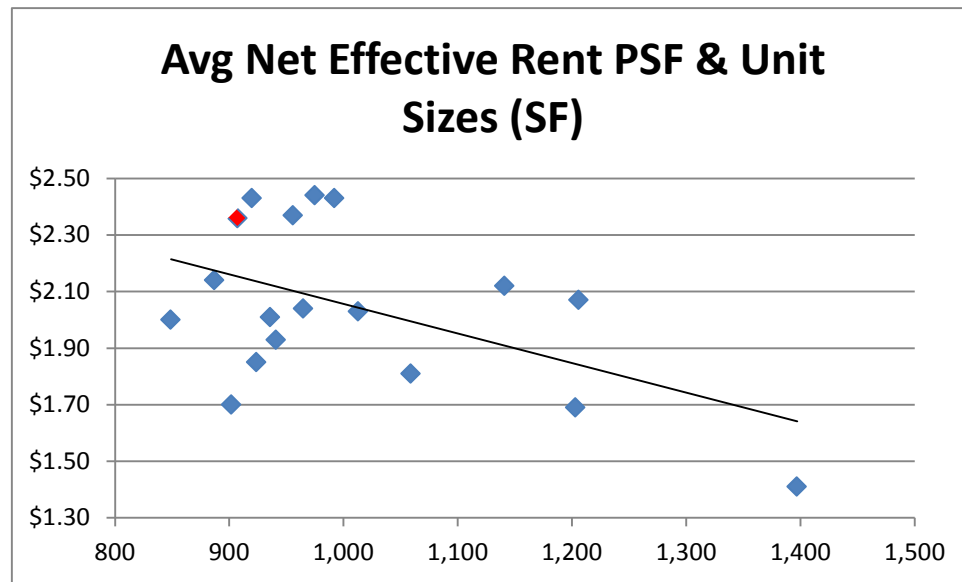


## Existing Competition Overview

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| MD No.                        | Name                      | Address                    | Distance from Subject (miles) | Suburb                   | Submarket   | Total Units  | Class    | Date Built      | Avg Size (SF) | Quoted Rent PSF | Net Rent PSF  | Garage Fee    | Occup.       |
|-------------------------------|---------------------------|----------------------------|-------------------------------|--------------------------|-------------|--------------|----------|-----------------|---------------|-----------------|---------------|---------------|--------------|
| <b>Subject</b>                | <b>45 S. Chestnut</b>     | <b>45 S. Chestnut</b>      |                               | <b>Arlington Heights</b> | <b>Cook</b> | <b>86</b>    | <b>A</b> | <b>Proposed</b> | <b>907</b>    |                 | <b>\$2.36</b> |               |              |
| 1                             | Aloft at Glen Town Center | 1991 Tower Drive           | 9 miles                       | Glenview                 | North Shore | 181          | A        | 2004            | 1,141         | \$2.12          | \$2.12        | \$75 - \$125  | 97.2%        |
| 2                             | Amli Deerfield            | 1525 Lake Cook Rd          | 12 miles                      | Deerfield                | North Shore | 240          | A        | 2015            | 941           | \$2.31          | \$1.93        | \$125         | In lease-up  |
| 3                             | Deerfield Village Centre  | 625 Deerfield Road         | 14 miles                      | Deerfield                | North Shore | 56           | A        | 2000            | 1,059         | \$1.98          | \$1.81        | \$50          | 85.7%        |
| 4                             | Dunton Tower              | 55 South Vail              | <1/2 mile                     | Arlington Heights        | NW Cook     | 216          | B        | 1986            | 902           | \$1.70          | \$1.70        | \$70          | 90.7%        |
| 5                             | Elmhurst 255              | 255 N. Addison Ave         | 14 miles                      | Elmhurst                 | DuPage      | 190          | A        | 2016            | 956           | \$2.57          | \$2.37        | \$125         | In lease-up  |
| 6                             | Hancock Square            | 200 North Arlington Hts Rd | 1/2 mile                      | Arlington Heights        | NW Cook     | 409          | B        | 1988            | 849           | \$2.00          | \$2.00        | \$75          | 96.3%        |
| 7                             | Kingston Pointe           | 1646 River St              | 7 miles                       | Des Plaines              | NW Cook     | 144          | A        | 2009            | 1,203         | \$1.69          | \$1.69        | \$70          | 93.1%        |
| 8                             | Midtown Square            | 998 Church St              | 10 miles                      | Glenview                 | North Shore | 138          | A        | 2014            | 920           | \$2.43          | \$2.43        | \$135         | 85.5%        |
| 9                             | Northgate Crossing        | 250 Northgate Pkwy         | 7 miles                       | Wheeling                 | NW Cook     | 288          | A        | 2016            | 924           | \$1.85          | \$1.85        | \$125 - \$155 | In lease-up  |
| 10                            | Northshore 770            | 770 Skokie Blvd            | 14 miles                      | Northbrook               | North Shore | 347          | A        | 2016            | 992           | \$2.63          | \$2.43        | \$150         | In lease-up  |
| 11                            | One Arlington             | 3400 W. Stonegate Blvd     | 2 miles                       | Arlington Heights        | NW Cook     | 214          | A        | 2014            | 936           | \$2.01          | \$2.01        | \$75          | 95.8%        |
| 12                            | Park 205                  | 205 W. Touhy               | 10 miles                      | Park Ridge               | North Shore | 115          | A        | 2015            | 975           | \$2.44          | \$2.44        | \$125         | 93.0%        |
| 13                            | Reserve at Glenview       | 195 N. Waukegan Rd         | 10 miles                      | Glenview                 | North Shore | 239          | A        | 2015            | 1,013         | \$2.30          | \$2.03        | \$75 - \$125  | In lease-up  |
| 14                            | River 595                 | 595 S. River Rd            | 7 miles                       | Des Plaines              | NW Cook     | 60           | A        | 2011            | 1,397         | \$1.66          | \$1.41        | \$65          | 90.0%        |
| 15                            | Tapestry Glenview         | 2550 Waterview Dr          | 8 miles                       | Glenview                 | North Shore | 290          | A        | 2014            | 887           | \$2.22          | \$2.14        | \$60          | 92.1%        |
| 16                            | The Parker                | 500 N. Northwest Hwy       | 9 miles                       | Park Ridge               | North Shore | 46           | A        | 2016            | 1,206         | \$2.07          | \$2.07        | \$65          | 95.7%        |
| 17                            | Woodview                  | 15 Parkway North Blvd      | 13 miles                      | Deerfield                | North Shore | 248          | A        | 2015            | 965           | \$2.43          | \$2.04        | \$75 - \$125  | 87.1%        |
| <b>Total/Weighted Average</b> |                           |                            |                               |                          |             | <b>3,421</b> |          |                 | <b>969</b>    | <b>\$2.19</b>   | <b>\$2.08</b> | <b>\$115</b>  | <b>71.8%</b> |

\*Occupancies not shown for the buildings currently in lease-up: Amli Deerfield, Elmhurst 255, Northgate Crossing, Northshore 770 and Reserve at Glenview



Subject = Red

## Unit Mix

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| MD No.         | Name                      | Units     | Class    | Built/Ren.      | Studio     | Studio    | 1BR          | 1BR        | 1BR<br>+den | 1BR<br>+den | 2BR          | 2BR        | 2BR<br>+den | 2BR<br>+den | 3BR       | 3BR       | Total        |
|----------------|---------------------------|-----------|----------|-----------------|------------|-----------|--------------|------------|-------------|-------------|--------------|------------|-------------|-------------|-----------|-----------|--------------|
| <b>Subject</b> | <b>45 S. Chestnut</b>     | <b>86</b> | <b>A</b> | <b>Proposed</b> |            |           | <b>44</b>    | <b>51%</b> |             |             | <b>42</b>    | <b>49%</b> |             |             |           |           | <b>86</b>    |
| 1              | Aloft at Glen Town Center | 181       | A        | 2004            |            |           | 81           | 45%        | 8           | 4%          | 90           | 50%        | 2           | 1%          |           |           | <b>181</b>   |
| 2              | Amli Deerfield            | 240       | A        | 2015            | 23         | 10%       | 122          | 51%        | 6           | 3%          | 75           | 31%        | 14          | 6%          |           |           | <b>240</b>   |
| 3              | Deerfield Village Centre  | 56        | A        | 2000            |            |           | 20           | 36%        | 16          | 29%         | 20           | 36%        |             |             |           |           | <b>56</b>    |
| 4              | Dunton Tower              | 216       | B        | 1986            | 27         | 12%       | 108          | 50%        |             |             | 81           | 38%        |             |             |           |           | <b>216</b>   |
| 5              | Elmhurst 255              | 190       | A        | 2016            | 4          | 2%        | 74           | 39%        | 16          | 8%          | 88           | 46%        |             |             | 8         | 4%        | <b>190</b>   |
| 6              | Hancock Square            | 409       | B        | 1988            | 30         | 7%        | 143          | 35%        | 89          | 22%         | 147          | 36%        |             |             |           |           | <b>409</b>   |
| 7              | Kingston Pointe           | 144       | A        | 2009            |            |           | 34           | 24%        | 28          | 19%         | 72           | 50%        | 7           | 5%          | 3         | 2%        | <b>144</b>   |
| 8              | Midtown Square            | 138       | A        | 2014            |            |           | 99           | 72%        |             |             | 39           | 28%        |             |             |           |           | <b>138</b>   |
| 9              | Northgate Crossing        | 288       | A        | 2016            |            |           | 162          | 56%        | 36          | 13%         | 90           | 31%        |             |             |           |           | <b>288</b>   |
| 10             | Northshore 770            | 347       | A        | 2016            |            |           | 86           | 25%        | 63          | 18%         | 142          | 41%        | 56          | 16%         |           |           | <b>347</b>   |
| 11             | One Arlington             | 214       | A        | 2014            | 51         | 23.83%    | 113          | 53%        |             |             | 50           | 23%        |             |             |           |           | <b>214</b>   |
| 12             | Park 205                  | 115       | A        | 2015            |            |           | 57           | 50%        | 7           | 6%          | 45           | 39%        | 3           | 3%          | 3         | 3%        | <b>115</b>   |
| 13             | Reserve at Glenview       | 239       | A        | 2015            | 6          | 2.51%     | 103          | 43%        | 18          | 8%          | 76           | 32%        |             |             | 36        | 15%       | <b>239</b>   |
| 14             | River 595                 | 60        | A        | 2011            |            |           | 5            | 8%         |             |             | 5            | 8%         | 50          | 83%         |           |           | <b>60</b>    |
| 15             | Tapestry Glenview         | 290       | A        | 2014            | 29         | 10%       | 136          | 47%        | 12          | 4%          | 113          | 39%        |             |             |           |           | <b>290</b>   |
| 16             | The Parker                | 46        | A        | 2016            |            |           |              |            |             |             | 46           | 100%       |             |             |           |           | <b>46</b>    |
| 17             | Woodview                  | 248       | A        | 2015            | 13         | 5%        | 117          | 47%        |             |             | 115          | 46%        |             | 0%          | 3         | 1.21%     | <b>248</b>   |
|                | <b>Weighted Average</b>   |           |          |                 | <b>183</b> | <b>5%</b> | <b>1,460</b> | <b>43%</b> | <b>299</b>  | <b>9%</b>   | <b>1,294</b> | <b>38%</b> | <b>132</b>  | <b>4%</b>   | <b>53</b> | <b>2%</b> | <b>3,421</b> |

## Unit Sizes (Square Footage)

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| MD No.                        | Name                      | Total Units | Class | Avg. Size (SF) | Studio     |     | 1BR        |            | 1BR+Den    |       | 2BR          |              | 2BR+Den      |       | 3BR          |       |
|-------------------------------|---------------------------|-------------|-------|----------------|------------|-----|------------|------------|------------|-------|--------------|--------------|--------------|-------|--------------|-------|
| <b>Subject</b>                | <b>45 S. Chestnut</b>     | <b>86</b>   |       | <b>907</b>     |            |     | <b>715</b> | <b>880</b> |            |       | <b>934</b>   | <b>1,290</b> |              |       |              |       |
| 1                             | Aloft at Glen Town Center | 181         | A     | 1,141          |            |     | 775        | 1000       | 1,050      | 1,325 | 1,100        | 1,600        | 1,800        |       |              |       |
| 2                             | Amli Deerfield            | 240         | A     | 941            | 527        | 631 | 722        | 859        | 966        |       | 1,147        | 1,301        | 1,260        | 1,365 |              |       |
| 3                             | Deerfield Village Centre  | 56          | A     | 1,059          |            |     | 780        | 1000       | 1,050      | 1,090 | 1,040        | 1,400        |              |       |              |       |
| 11                            | Dunton Tower              | 216         | B     | 1986           | 600        |     | 785        | 800        |            |       | 1,100        | 1,200        |              |       |              |       |
| 5                             | Elmhurst 255              | 190         | A     | 956            | 545        |     | 593        | 848        | 797        | 1,011 | 1,001        | 1,216        |              |       | 1,299        |       |
| 12                            | Hancock Square            | 409         | B     | 1988           | 608        |     | 677        |            | 850        | 925   | 975          | 1,128        |              |       |              |       |
| 7                             | Kingston Pointe           | 144         | A     | 1,203          |            |     | 820        | 1005       | 971        | 1,089 | 1,207        | 1,448        | 1,769        |       | 1,725        | 1,924 |
| 8                             | Midtown Square            | 138         | A     | 920            |            |     | 763        | 909        |            |       | 923          | 1,341        |              |       |              |       |
| 9                             | Northgate Crossing        | 288         | A     | 924            |            |     | 675        | 873        | 882        |       | 1,189        | 1,196        |              |       |              |       |
| 10                            | Northshore 770            | 347         |       | 992            |            |     | 667        | 904        | 755        | 972   | 1,009        | 1,157        | 1,099        | 1,341 |              |       |
| 11                            | One Arlington             | 214         | A     | 936            | 549        | 769 | 803        | 1012       |            |       | 1,193        | 1,521        |              |       |              |       |
| 12                            | Park 205                  | 115         | A     | 975            |            |     | 606        | 881        | 942        | 1,064 | 1,080        | 1,345        | 1,316        |       | 1,387        | 1423  |
| 13                            | Reserve at Glenview       | 239         | A     | 1,013          | 630        |     | 750        | 810        | 964        |       | 1,105        | 1,271        |              |       | 1,385        | 1,407 |
| 14                            | River 595                 | 60          | A     | 1,397          |            |     | 860        |            |            |       | 1,325        |              | 1,390        | 1,660 |              |       |
| 15                            | Tapestry Glenview         | 290         | A     | 887            | 599        |     | 715        | 822        | 1,019      |       | 1,064        | 1,212        |              |       |              |       |
| 16                            | The Parker                | 46          | A     | 1,206          |            |     |            |            |            |       | 1,075        | 1,335        |              |       |              |       |
| 17                            | Woodview                  | 248         | A     | 965            | 525        | 611 | 659        | 1005       |            |       | 958          | 1,315        |              |       | 1,328        |       |
| <b>Total/Weighted Average</b> |                           |             |       |                | <b>612</b> |     | <b>801</b> |            | <b>638</b> |       | <b>1,107</b> |              | <b>1,358</b> |       | <b>1,402</b> |       |



### ***Existing Primary Competition***

We have focused on properties built within the last several years and located within the surrounding communities as the primary competition. Seventeen properties with approximately 3,400 units were identified as providing potential competition to the subject units. Geographically, these developments range from Deerfield on the north to Elmhurst on the south. Most of the developments were constructed in the last ten years, with five of the properties (38% of the units) currently in lease-up and 12 of the properties (62% of the units) being stabilized projects.

One property is located in DuPage County. **Elmhurst 255** opened in October 2016 for occupancy. The 192-unit property is a mixed-use, 5-story development in downtown Elmhurst. The location is within walking distance to the Metra and considered to be a similar downtown suburban location compared to downtown Arlington Heights. The finishes are typical of new construction apartments and the amenities are extensive and include a swimming pool, fitness center, business center and fire pit. With the similar location and superior amenity package, the rent levels at this property are expected to be slightly above the subject.

There are two properties located in downtown Des Plaines. **Kingston Pointe** and **River 595** were originally designed and constructed as condominium buildings. Three condo units closed at Kingston Pointe before it converted to a rental while the decision to go rental at River 595 was made prior to a marketing program. Both buildings have similar locations in the downtown area and are walking distance to shops, restaurants and the Metra station. The unit mix at both of these building is geared toward larger units since the buildings were originally planned to be condominiums. The larger unit sizes results in rents on a per square foot basis at the lower end of the comparable data set. The finishes are typical of new construction alternatives in the market but the amenity package is limited at Kingston Pointe and reflective of the smaller building size at River 595. With the larger average unit sizes, similar location and inferior amenities, we expected rents at these projects to be below the subject property on a per unit and per square foot basis.

There are four developments located in Glenview which were included in the survey. Three of these were built within the last couple years. The Glenview location on the North Shore market is considered to be similar to the subject's Arlington Heights location. However, only **Midtown Square** is located in a walking distance to the Metra and downtown retail and restaurants. **The Reserve** is adjacent to the Golf Metra station but lacks the walkable downtown location that many renters now desire. **Tapestry** has a very different location, overlooking I-294 at the four-way interchange with Willow Road. This location lacks a suburban ambience but provides excellent auto access to the metropolitan area. Midtown Square is a mixed-use project while the Reserve at Glenview and Tapestry are solely residential, although both are part of large retail shopping centers, each anchored by a Mariano's supermarket. The finishes at these projects is typical of new construction rental product. The amenities are superior to what would be available at the subject. These buildings are larger in size allowing and requiring more amenities such as swimming pools. While the amenities at the larger projects are superior, the subject has a superior downtown location. **Aloft at Glen Town Center** is part of the larger planned development The Glen Town Center. The location is within walking proximity to many retail and restaurants amenities but is a longer "hike" to the Glen/North Glenview Metra station. The building was completed in 2004 and lacks the newest design features seen in the newer buildings.

**One Arlington, Dunton Tower and Hancock Square** are located in Arlington Heights. One Arlington is located next to the Arlington International Racecourse and just east of Route 53. It is

northwest of the downtown area and part of the Arlington Downs master planned development. The property was originally built as a hotel in 1969 and had been vacant since 2009. The conversion was completed in 2014. When complete, Arlington Downs will also have retail space, a hotel, several restaurants, and a second phase of multifamily units. The location is within walking distance to a Metra station but not within the downtown area. While the building is an adaptive reuse, the developers have done a good job with unit layouts. We note that the convertible units are larger than typical however. The finishes are consistent with the Class A new construction rental product but the building lacks a swimming pool, which is atypical of the larger, newer buildings in the market. However, the building at 12-stories tall offers excellent views and a roof top sundeck and clubroom along with other amenities such as a golf driving range.

Dunton Tower and Hancock Square are located within downtown Arlington Heights. Both properties are within walking distance of the Metra station as well as the shops and restaurants. The units have been updated with granite and some wood-look flooring in the kitchens but Dunton lacks in-unit washers and dryers which are now standard in new construction projects. Both properties are high-rise elevator buildings. While these properties have highly desirable locations and updated finishes, they are not new construction and therefore are not able to command the new construction rent premiums.

**Park 205** and **The Parker** are both located in Park Ridge. Park 205 is located in downtown Park Ridge adjacent to a Whole Foods and within walking distance of the Metra station while The Parker is located further north, outside of the downtown area but an approximately 3/4 mile walk to the Metra station. These buildings are smaller at 115 and 46 units, respectively. However, with only 115 units, Park 205 offers a swimming pool, club room and fitness center. The Parker has more limited amenities which is typical of the smaller buildings and consists of a small fitness center and grilling stations. The Parker does not have attached garages and is walk-up style, both atypical of larger new construction developments.

**Northgate Crossing** is located in northern Cook County in Wheeling, north of Dundee Road. It is a heavily car dependent location; however, it is within walking distance of a Metra station; however, the Metra service to this station is not as frequent as at the Arlington Heights station. This property is still in lease-up with 52% leased within 12 months of occupancy. This development includes several buildings with garages built into the first floor. Some of the units include attached garages while others require tenants to exit the unit in order to access the garage. This provides for private garages but can be less desirable if a tenant has to walk outside to access the garage. The amenities are located in a separate clubhouse rather than attached to the building. The amenities are considered to be superior to what will be offered at the subject due to its larger project size. Given the location in Wheeling and the inferior building design, the rents are considered to fall below what would be achievable at the subject.

**Northshore 770** began occupancy in January 2016. This development is located near Dundee Road, just west of I-94 in Northbrook. Access to the interstate (Edens Expressway) is superior but the proximity to retail amenities is similar. This development is located next to a Mariano's supermarket with other retail amenities and restaurants in the overall retail/residential development. The location however lacks the downtown walkability and walkable access to a Metra station. The amenity package is more extensive than proposed for the subject property and Northshore 770 also has a 24/7 doorman. Due to the location and extensive amenity package, the rents at Northshore 770 will be above those indicated for the subject property.

Two properties delivered units in Deerfield within the last couple years: Woodview and Amli Deerfield. **Woodview** reached stabilized occupancy in the 3<sup>rd</sup> quarter 2016 but dropped in the 4<sup>th</sup> quarter 2016 to 87.1%. It is situated within an office park and lacks the subject downtown location and walkable proximity to the Metra station and restaurant and retail amenities. It is situated along I-294 at Deerfield Road, offering good highway connections for persons traveling throughout the metropolitan area or who frequent O'Hare Airport. The two-story lobby and extensive recreational amenities at Woodview are outstanding, offering a sophisticated feel.

**Amli Deerfield** began leasing in May 2015 and is currently 66% leased. The property is located on Lake Cook Road, just east of I-294. Like Woodview, this property has a location which will be more appealing to the North Shore empty nester but will have similar appeal to persons employed in the Lake County and Northshore Cook County market. However, with its location along the busy and wide Lake Cook Road, it is not a picturesque setting. Unit finishes at both Woodview and Amli Deerfield are excellent. The amenities at Woodview are clustered together; however, the amenities at Amli Deerfield are more spread out with the fitness center, business center and clubroom in different locations in the building. Overall, the amenity package at both buildings is impressive.

**Deerfield Village Center** is a smaller North Shore apartment building situated in a prime suburban downtown location. Constructed in 2000, the development has an average unit size which is larger than the subject. This property has historically been at occupancy in the mid 90s% but dropped in 2016 with the construction of three new projects engaged in lease-up in its immediate area (Woodview, Amli Deerfield, and Northshore 770). With these new properties offering fancy new finishes and amenities, the Deerfield Village Center property is now viewed as more dated and modest. The property offers excellent housing for persons who desire the amenities provided by living in a downtown location within walking distance to an extensive array of shopping, restaurants, and the Metra station. Due to their sizes, this is not an amenity property, with a very small fitness room and conference room available to residents.

**Competition – Under Construction**

In Schaumburg, the Urban Street Group is developing a 192 unit rental apartment development, shown above and at right, on a 6.5 acre site at 680 East Algonquin Road. The unit mix will include one bedroom units ranging from 665 to 785 SF, one bedroom plus den units at 1,039 SF, two-bedroom units at 1,130 SF and two bedroom townhouse units at 1,588 SF. The developer is projecting occupancy in early 2017 and rents reportedly ranging between \$1,000 and \$3,000. This will be the first apartment development to be built in Schaumburg in 30 years.



The Littlefuse site in Des Plaines is planned for a 5-story, 270 unit apartment building and 24 townhouse buildings with a total of 127 units on a 20-acre parcel by Dearborn-Buckingham. Construction began in December 2016.

Similar in size to the subject property is a property currently under construction by Monroe Residential at 101 W. Liberty (formerly called 322 N. Hough Street) in downtown Barrington. With 64 units, the units in this 4-story building would range in size from 718 to 1,263 sf with one and two bedrooms. There would be 64 indoor parking spaces and 22 outdoor spaces. The building would be located within walking distance of the Metra and other downtown Barrington amenities and would be targeting both the young and empty nester renters.





### ***Competition –Proposed for Development***

There are several projects proposed for development in the Northwest Cook County submarket including the following:

While not technically in the suburban market, JCF Real Estate has been planning a 394 unit mid-rise development near O'Hare, just north of The Pavilion, within the city limits of Chicago. In 3Q15 they filed for phasing the project starting with 200 units followed by 194 units. The site subsequently went into foreclosure and is listed for sale, but remains an active development candidate.

Wheeling Town Center, a large mixed use project including retail and residential components on the former Wickes site at Dundee and Northgate Pkwy near the train station, received approvals for development of the project. The residential component is expected to begin first with 288 units in a five story structure with 475 covered parking spaces. The village approved a change to the TIF in July 2014 to enable Urban R2 to move the project forward. Utility work has begun on the site and construction is expected to begin in Spring 2017. The retail component is planned to include 100,000 SF which will be anchored by a theater and dinner theater.



Vintage Design is proposing a large 600 unit deal in Hoffman Estates on the east side of Barrington Rd, south of Golf and north of Bode to be called the Delamore.



The Sim's Bowl site at 1555-65 Ellinwood in Des Plaines was approved for a 113-unit, 7-story building by Opus Development in November 2016. The development was met with resistance over the planning phase due to lack of parking. The current and approved plan includes 2.05 spaces per unit. The unit mix is planned to include more than 50% studios and one-bedroom units and 1/3 two-bedroom units. There would also be a 2,000 SF retail space on the first floor. Construction is planned to begin summer 2017 with completion in 2019.





Heartland Real Estate Partners has received the village approvals for a 184 unit, 7-story rental apartment development at 8700 Waukegan Road in Morton Grove. The vacant office building has been demolished and the new development will also include 14,000 SF of commercial along with residential parking for 237 cars. Press reports have indicated

proposed rents of \$1,400 to \$2,500 per month.

Golden Goose is in planning for a mixed use development and is pursuing a TIF in Hoffman Estates. The 185-acre development at the northwest corner of Route 59 and 72 would include houses, 240 apartments and a 175,000-200,000 sf retail center. The apartment units would be located on a 11.5 acre site and developed by Urban Street Group. In addition, 13 rental townhomes are also planned. The project is currently in the entitlement process.

Monroe Residential is in planning for a 127 unit complex on a site near the train station in Hanover Park.

Lexington Homes is proposing a 4-story development called Covington Lexington Woods at the northwest corner of Golf and River Roads in Des Plaines. The development received preliminary approval of the 236-unit building in December 2016.

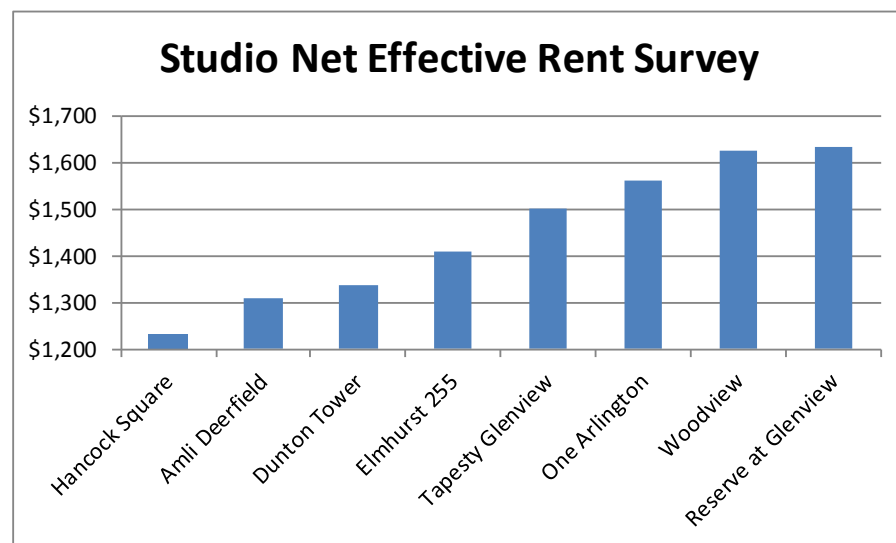
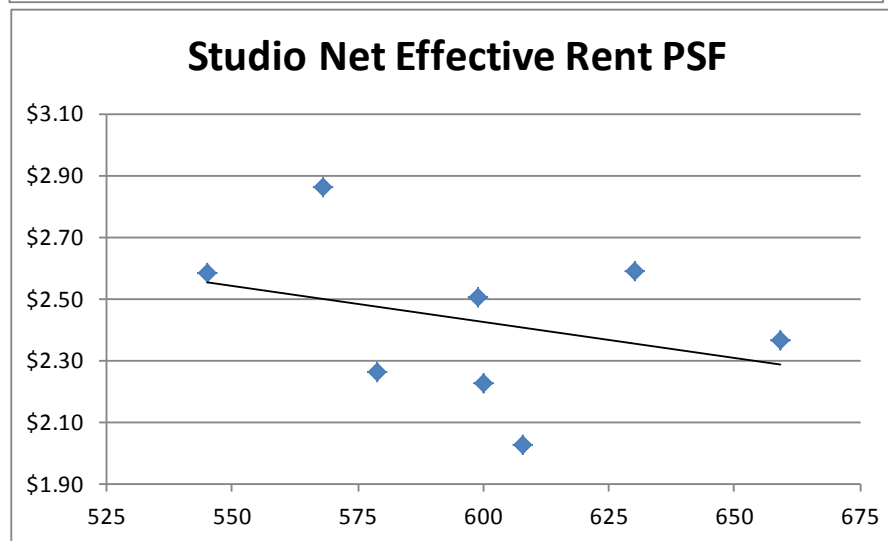
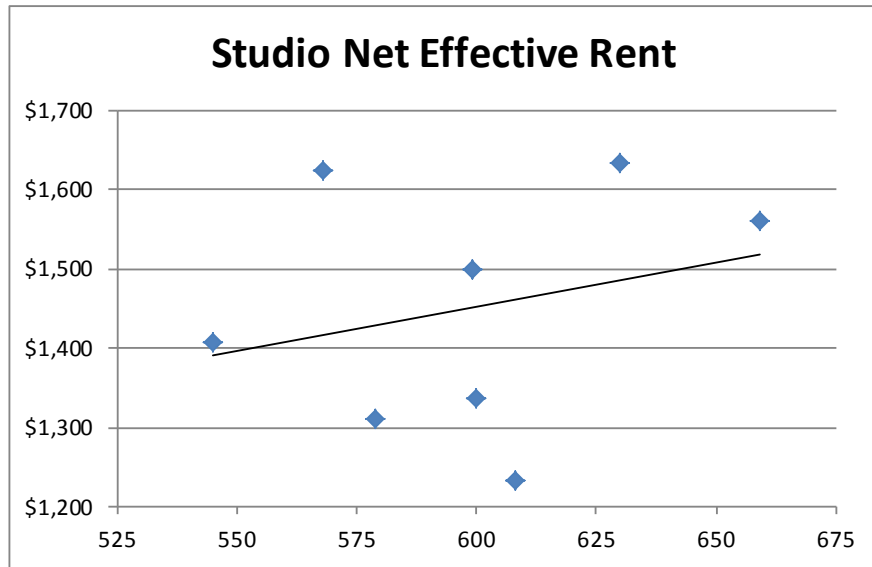


## Rent Summary

On the following pages is a summary of the current rents at the primary competition followed by the individual project summary pages

## Studio Units

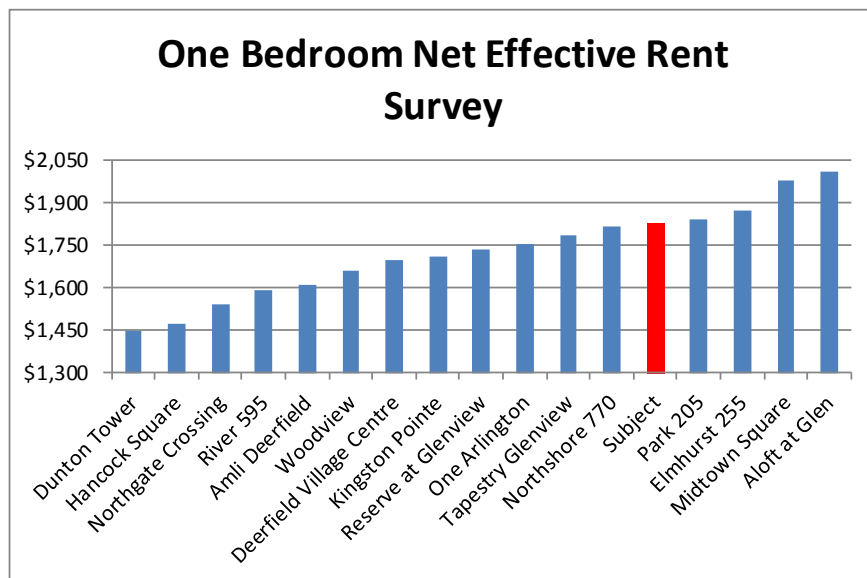
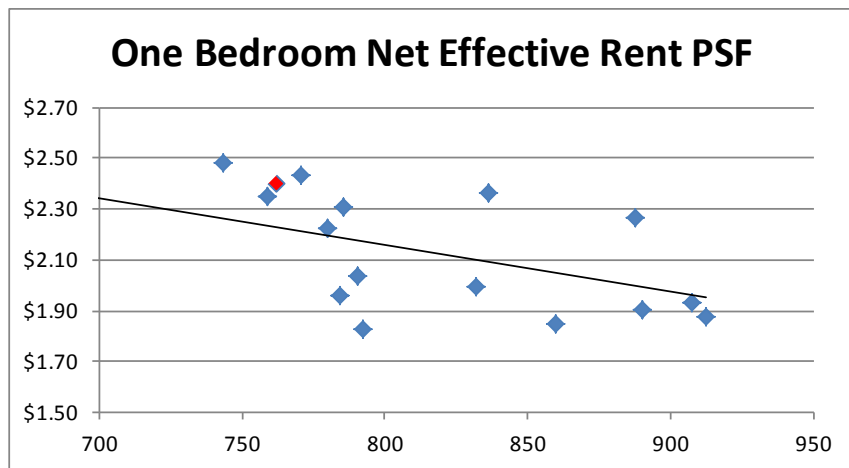
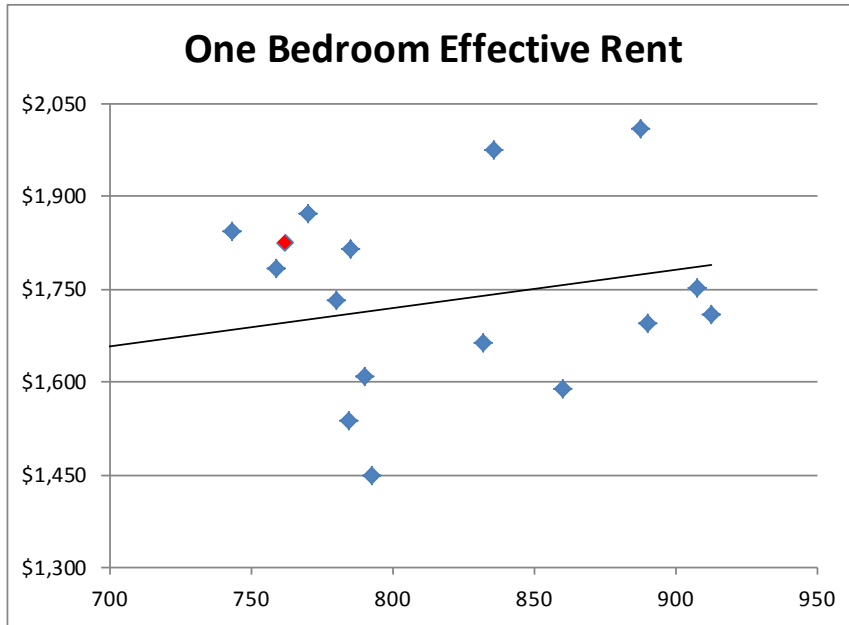
| Unit Description                    | Units | Pct   | Sq Ft | Quoted Rent |        |        | Concession | Net Effective Rent |        |        |
|-------------------------------------|-------|-------|-------|-------------|--------|--------|------------|--------------------|--------|--------|
|                                     |       |       |       | Rent        | PSF    | Avg    |            | Rent               | PSF    | Avg    |
| AMLI Deerfield                      |       |       |       |             |        |        |            |                    |        |        |
| Studio                              | 23    | 9.6%  | 527   | \$1,573     | \$2.98 | \$2.74 | 16.7%      | \$1,311            | \$2.49 | \$2.28 |
| 1.0 Bath                            |       |       | 631   | \$1,573     | \$2.49 |        |            | \$1,311            | \$2.08 |        |
| Dunton Tower                        |       |       |       |             |        |        |            |                    |        |        |
| Studio                              | 27    | 12.5% | 600   | \$1,336     | \$2.23 | \$2.23 | 0.0%       | \$1,336            | \$2.23 | \$2.23 |
| 1.0 Bath                            |       |       | 600   | \$1,336     | \$2.23 |        |            | \$1,336            | \$2.23 |        |
| Elmhurst 255                        |       |       |       |             |        |        |            |                    |        |        |
| Studio                              | 4     | 2.1%  | 545   | \$1,432     | \$2.63 | \$2.80 | 7.7%       | \$1,322            | \$2.43 | \$2.58 |
| 1.0 Bath                            |       |       | 545   | \$1,619     | \$2.97 |        |            | \$1,494            | \$2.74 |        |
| Hancock Square At Arlington Station |       |       |       |             |        |        |            |                    |        |        |
| Studio                              | 30    | 7.3%  | 608   | \$1,131     | \$1.86 | \$2.03 | 0.0%       | \$1,131            | \$1.86 | \$2.03 |
| 1.0 Bath                            |       |       | 608   | \$1,336     | \$2.20 |        |            | \$1,336            | \$2.20 |        |
| One Arlington                       |       |       |       |             |        |        |            |                    |        |        |
| Studio                              | 51    | 23.8% | 549   | \$1,144     | \$2.08 | \$2.33 | 0.0%       | \$1,144            | \$2.08 | \$2.33 |
| 1.0 Bath                            |       |       | 769   | \$1,976     | \$2.57 |        |            | \$1,976            | \$2.57 |        |
| Reserve at Glenview                 |       |       |       |             |        |        |            |                    |        |        |
| Studio                              | 6     | 2.5%  | 630   | \$1,620     | \$2.57 | \$2.59 | 0.0%       | \$1,620            | \$2.57 | \$2.59 |
| 1.0 Bath                            |       |       | 630   | \$1,645     | \$2.61 |        |            | \$1,645            | \$2.61 |        |
| Tapestry Glenview                   |       |       |       |             |        |        |            |                    |        |        |
| Studio                              | 29    | 10.0% | 599   | \$1,400     | \$2.34 | \$2.50 | 0.0%       | \$1,400            | \$2.34 | \$2.50 |
| 1.0 Bath                            |       |       | 599   | \$1,600     | \$2.67 |        |            | \$1,600            | \$2.67 |        |
| Woodview                            |       |       |       |             |        |        |            |                    |        |        |
| Studio                              | 13    | 5.2%  | 525   | \$1,695     | \$3.23 | \$3.00 | 4.2%       | \$1,624            | \$3.09 | \$2.88 |
| 1.0 Bath                            |       |       | 611   | \$1,695     | \$2.77 |        |            | \$1,624            | \$2.66 |        |
| Weighted Averages                   |       |       | 612   | \$1,477     |        | \$2.41 |            | \$1,436            |        | \$2.35 |





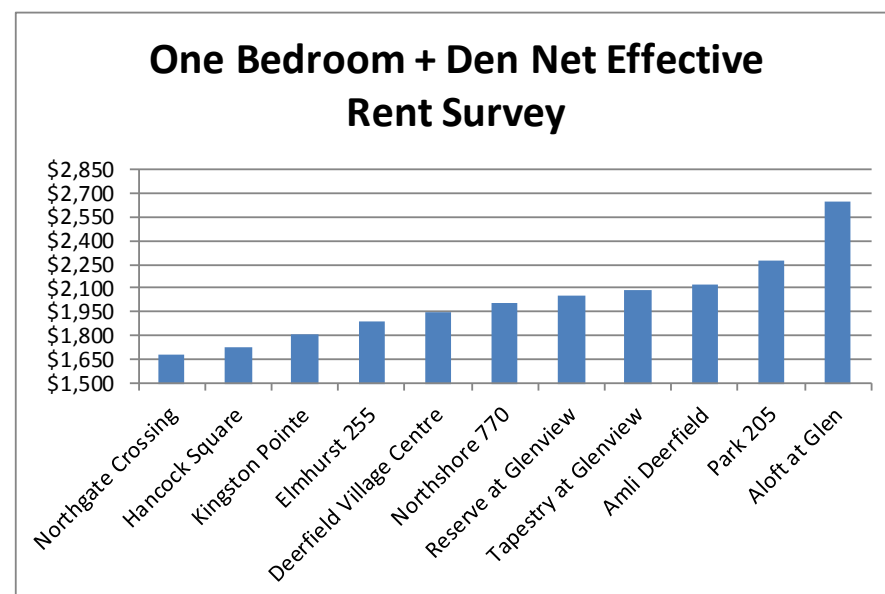
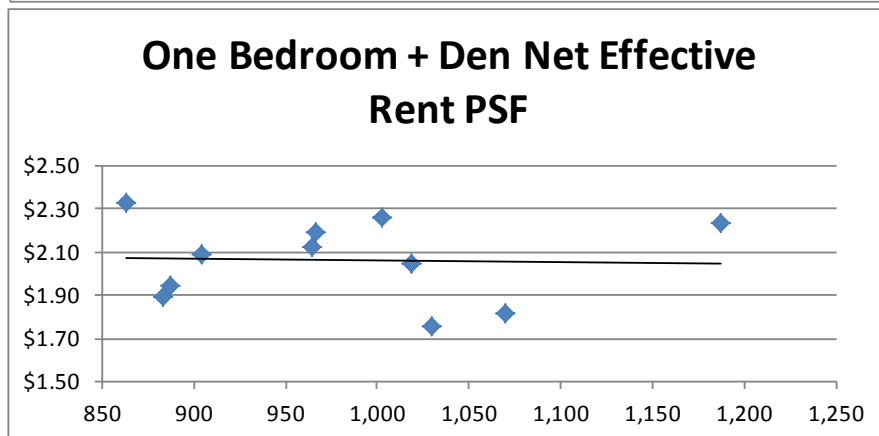
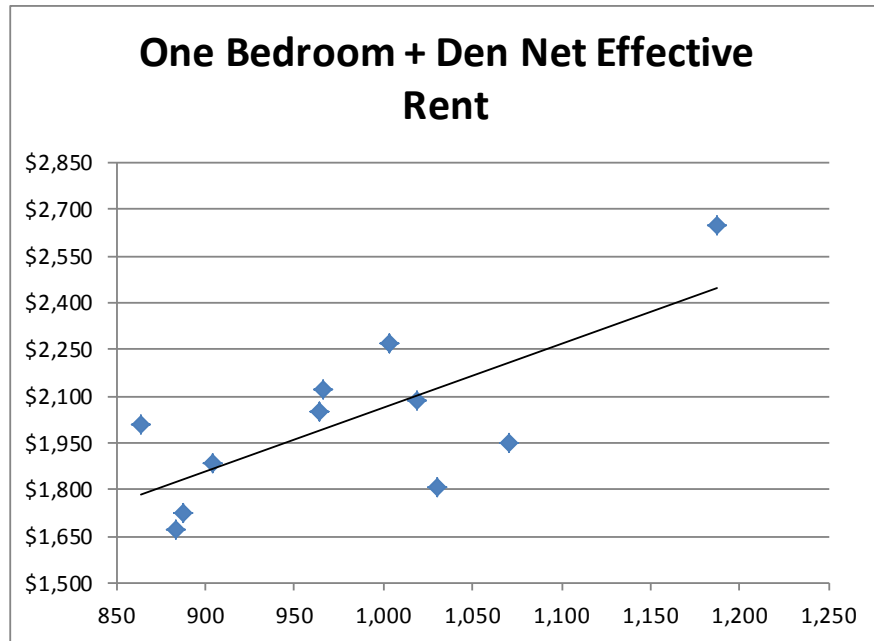
## One Bedroom Units

| Unit Description                    | Units | Pct   | Sq Ft | Quoted Rent |        |        | Concession | Net Effective Rent |        |        |
|-------------------------------------|-------|-------|-------|-------------|--------|--------|------------|--------------------|--------|--------|
|                                     |       |       |       | Rent        | PSF    | Avg    |            | Rent               | PSF    | Avg    |
| Aloft at Glen Town Center           |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 81    | 44.8% | 775   | \$1,500     | \$1.94 | \$2.23 | 0.0%       | \$1,500            | \$1.94 | \$2.23 |
| 1.0 Bath                            |       |       | 1,000 | \$2,520     | \$2.52 |        |            | \$2,520            | \$2.52 |        |
| AMLI Deerfield                      |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 122   | 50.8% | 722   | \$1,687     | \$2.34 | \$2.43 | 16.7%      | \$1,406            | \$1.95 | \$2.03 |
| 1.0 Bath                            |       |       | 859   | \$2,176     | \$2.53 |        |            | \$1,813            | \$2.11 |        |
| Deerfield Village Centre            |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 20    | 35.7% | 780   | \$1,650     | \$2.12 | \$2.08 | 8.3%       | \$1,513            | \$1.94 | \$1.91 |
| 1.0 Bath                            |       |       | 1,000 | \$2,050     | \$2.05 |        |            | \$1,879            | \$1.88 |        |
| Dunton Tower                        |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 108   | 50.0% | 785   | \$1,416     | \$1.80 | \$1.83 | 0.0%       | \$1,416            | \$1.80 | \$1.83 |
| 1.0 Bath                            |       |       | 800   | \$1,481     | \$1.85 |        |            | \$1,481            | \$1.85 |        |
| Elmhurst 255                        |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 74    | 38.9% | 693   | \$1,623     | \$2.34 | \$2.61 | 7.7%       | \$1,498            | \$2.16 | \$2.41 |
| 1.0 Bath                            |       |       | 848   | \$2,434     | \$2.87 |        |            | \$2,247            | \$2.65 |        |
| Hancock Square At Arlington Station |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 143   | 35.0% | 677   | \$1,431     | \$2.11 | \$2.17 | 0.0%       | \$1,431            | \$2.11 | \$2.17 |
| 1.0 Bath                            |       |       | 677   | \$1,511     | \$2.23 |        |            | \$1,511            | \$2.23 |        |
| Kingston Pointe                     |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 34    | 23.6% | 820   | \$1,470     | \$1.79 | \$1.87 | 0.0%       | \$1,470            | \$1.79 | \$1.87 |
| 1.0 Bath                            |       |       | 1,005 | \$1,950     | \$1.94 |        |            | \$1,950            | \$1.94 |        |
| Midtown Square                      |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 99    | 71.7% | 763   | \$1,650     | \$2.16 | \$2.35 | 0.0%       | \$1,650            | \$2.16 | \$2.35 |
| 1.0 Bath                            |       |       | 909   | \$2,300     | \$2.53 |        |            | \$2,300            | \$2.53 |        |
| Northgate Crossing                  |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 162   | 56.3% | 696   | \$1,475     | \$2.12 | \$1.98 | 0.0%       | \$1,475            | \$2.12 | \$1.98 |
| 1.0 Bath                            |       |       | 873   | \$1,600     | \$1.83 |        |            | \$1,600            | \$1.83 |        |
| Northshore 770                      |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 86    | 24.8% | 667   | \$1,540     | \$2.31 | \$2.48 | 7.7%       | \$1,422            | \$2.13 | \$2.29 |
| 1.0 Bath                            |       |       | 904   | \$2,390     | \$2.64 |        |            | \$2,206            | \$2.44 |        |
| One Arlington                       |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 113   | 52.8% | 803   | \$1,502     | \$1.87 | \$1.92 | 0.0%       | \$1,502            | \$1.87 | \$1.92 |
| 1.0 Bath                            |       |       | 1,012 | \$2,000     | \$1.98 |        |            | \$2,000            | \$1.98 |        |
| Park 205 Apartments                 |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 57    | 49.6% | 606   | \$1,725     | \$2.85 | \$2.54 | 0.0%       | \$1,725            | \$2.85 | \$2.54 |
| 1.0 Bath                            |       |       | 881   | \$1,960     | \$2.22 |        |            | \$1,960            | \$2.22 |        |
| Reserve at Glenview                 |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 103   | 43.1% | 750   | \$1,840     | \$2.45 | \$2.42 | 8.3%       | \$1,687            | \$2.25 | \$2.22 |
| 1.0 Bath                            |       |       | 810   | \$1,940     | \$2.40 |        |            | \$1,778            | \$2.20 |        |
| River 595                           |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 5     | 8.3%  | 860   | \$1,829     | \$2.13 | \$2.18 | 15.4%      | \$1,548            | \$1.80 | \$1.85 |
| 1.0 Bath                            |       |       | 860   | \$1,929     | \$2.24 |        |            | \$1,632            | \$1.90 |        |
| Tapestry Glenview                   |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 80    | 27.6% | 715   | \$1,635     | \$2.29 | \$2.29 | 0.0%       | \$1,635            | \$2.29 | \$2.29 |
| 1.0 Bath                            |       |       | 715   | \$1,635     | \$2.29 |        |            | \$1,635            | \$2.29 |        |
| Tapestry Glenview                   |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 56    | 19.3% | 822   | \$1,995     | \$2.43 | \$2.43 | 0.0%       | \$1,995            | \$2.43 | \$2.43 |
| 1.0 Bath                            |       |       | 822   | \$1,995     | \$2.43 |        |            | \$1,995            | \$2.43 |        |
| Woodview                            |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom                         | 117   | 47.2% | 659   | \$1,728     | \$2.62 | \$2.44 | 16.7%      | \$1,440            | \$2.19 | \$2.03 |
| 1.0 Bath                            |       |       | 1,005 | \$2,261     | \$2.25 |        |            | \$1,884            | \$1.87 |        |
| Weighted Averages                   |       |       | 797   | \$1,786     |        | \$2.24 |            | \$1,701            |        | \$2.13 |



## One Bedroom Plus Den Units

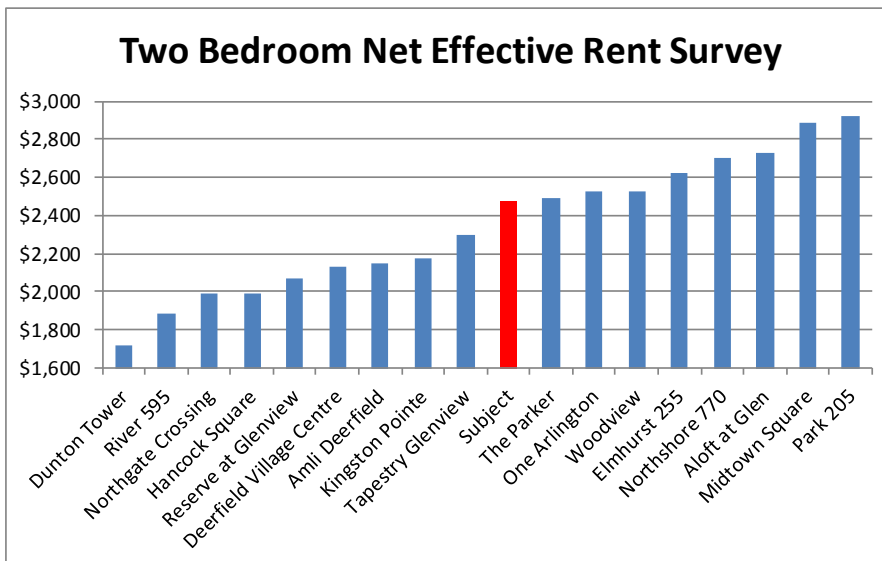
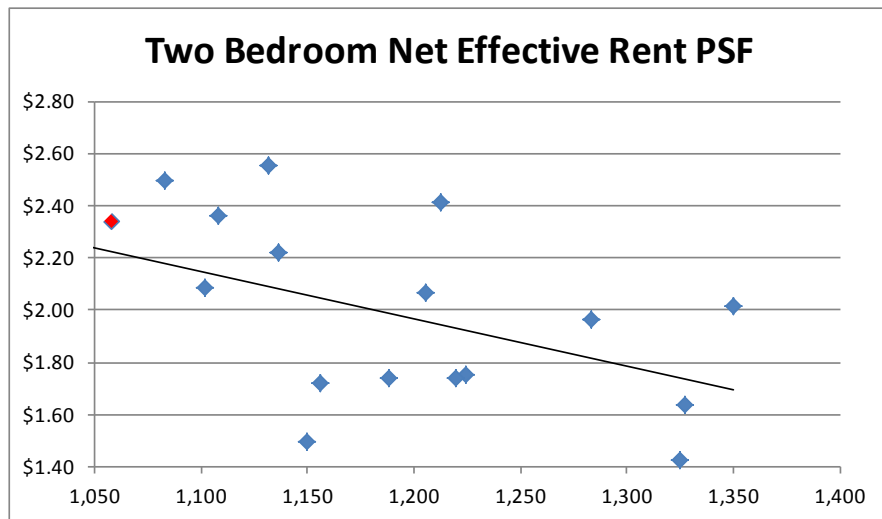
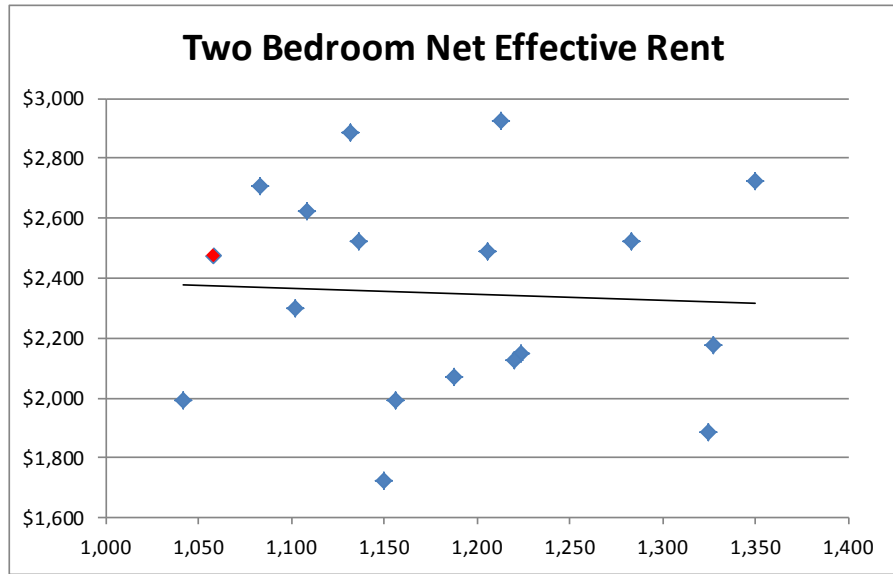
| Unit Description                    | Units | Pct   | Sq Ft | Quoted Rent |        |        | Concession | Net Effective Rent |        |        |
|-------------------------------------|-------|-------|-------|-------------|--------|--------|------------|--------------------|--------|--------|
|                                     |       |       |       | Rent        | PSF    | Avg    |            | Rent               | PSF    | Avg    |
| Aloft at Glen Town Center           |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 8     | 4.4%  | 1,050 | \$2,210     | \$2.10 | \$2.22 | 0.0%       | \$2,210            | \$2.10 | \$2.22 |
| 1.0-2.0 Bath                        |       |       | 1,325 | \$3,090     | \$2.33 |        |            | \$3,090            | \$2.33 |        |
| AMLI Deerfield                      |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 6     | 2.5%  | 966   | \$2,538     | \$2.63 | \$2.63 | 16.7%      | \$2,115            | \$2.19 | \$2.19 |
| 1.0 Bath                            |       |       | 966   | \$2,548     | \$2.64 |        |            | \$2,123            | \$2.20 |        |
| Deerfield Village Centre            |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 16    | 28.6% | 1,050 | \$2,125     | \$2.02 | \$1.99 | 8.3%       | \$1,948            | \$1.86 | \$1.82 |
| 1.0 Bath                            |       |       | 1,090 | \$2,125     | \$1.95 |        |            | \$1,948            | \$1.79 |        |
| Elmhurst 255                        |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 16    | 8.4%  | 797   | \$1,814     | \$2.28 | \$2.26 | 7.7%       | \$1,674            | \$2.10 | \$2.09 |
| 1.0 Bath                            |       |       | 1,011 | \$2,272     | \$2.25 |        |            | \$2,097            | \$2.07 |        |
| Hancock Square At Arlington Station |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 89    | 21.8% | 850   | \$1,696     | \$2.00 | \$1.95 | 0.0%       | \$1,696            | \$2.00 | \$1.95 |
| 1.0 Bath                            |       |       | 925   | \$1,760     | \$1.90 |        |            | \$1,760            | \$1.90 |        |
| Kingston Pointe                     |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 28    | 19.4% | 971   | \$1,540     | \$1.59 | \$1.75 | 0.0%       | \$1,540            | \$1.59 | \$1.75 |
| 1.0 Bath                            |       |       | 1,089 | \$2,080     | \$1.91 |        |            | \$2,080            | \$1.91 |        |
| Northgate Crossing                  |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 24    | 8.3%  | 883   | \$1,675     | \$1.90 | \$1.90 | 0.0%       | \$1,675            | \$1.90 | \$1.90 |
| 1.0 Bath                            |       |       | 883   | \$1,675     | \$1.90 |        |            | \$1,675            | \$1.90 |        |
| Northshore 770                      |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 63    | 18.2% | 755   | \$1,760     | \$2.33 | \$2.50 | 7.7%       | \$1,625            | \$2.15 | \$2.31 |
| 1.0 Bath                            |       |       | 972   | \$2,590     | \$2.66 |        |            | \$2,391            | \$2.46 |        |
| Park 205 Apartments                 |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 7     | 6.1%  | 942   | \$2,180     | \$2.31 | \$2.27 | 0.0%       | \$2,180            | \$2.31 | \$2.27 |
| 1.0 Bath                            |       |       | 1,064 | \$2,360     | \$2.22 |        |            | \$2,360            | \$2.22 |        |
| Reserve at Glenview                 |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 18    | 7.5%  | 964   | \$2,185     | \$2.27 | \$2.32 | 8.3%       | \$2,003            | \$2.08 | \$2.13 |
| 1.0 Bath                            |       |       | 964   | \$2,285     | \$2.37 |        |            | \$2,095            | \$2.17 |        |
| Tapestry Glenview                   |       |       |       |             |        |        |            |                    |        |        |
| One Bedroom + Den                   | 12    | 4.1%  | 1,019 | \$2,025     | \$1.99 | \$2.05 | 0.0%       | \$2,025            | \$1.99 | \$2.05 |
| 1.0 Bath                            |       |       | 1,019 | \$2,150     | \$2.11 |        |            | \$2,150            | \$2.11 |        |
| Weighted Averages                   |       |       | 930   | \$1,972     |        | \$2.12 |            | \$1,896            |        | \$2.04 |



## Two Bedroom Units

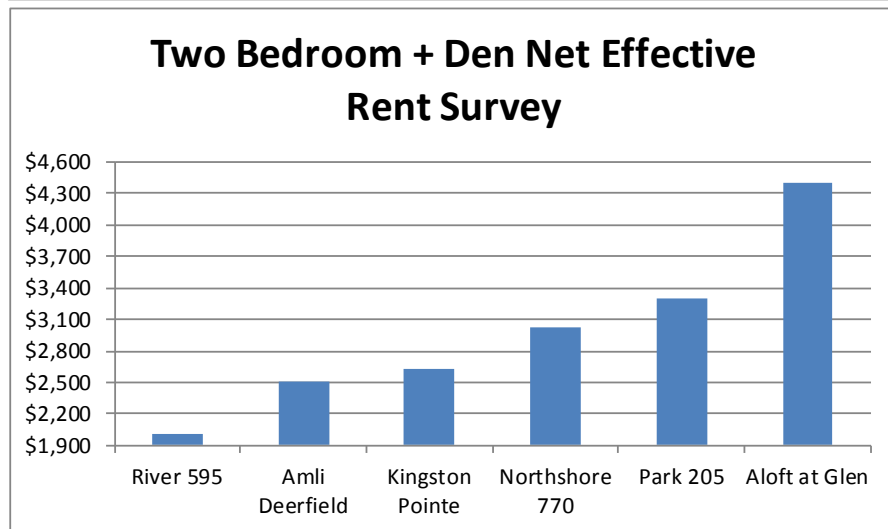
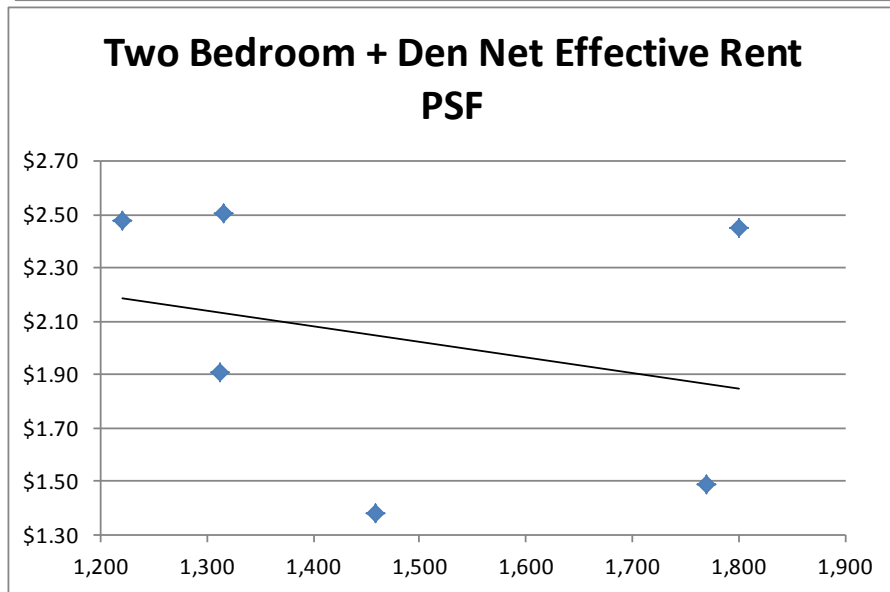
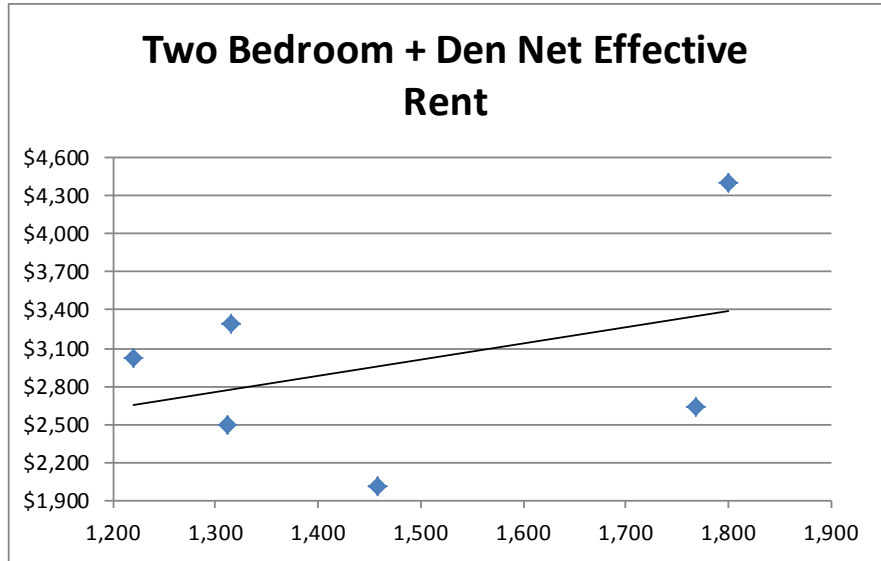
| Unit Description                    | Units | Pct   | Sq Ft | Quoted Rent |        |        | Concession | Net Effective Rent |        |        |
|-------------------------------------|-------|-------|-------|-------------|--------|--------|------------|--------------------|--------|--------|
|                                     |       |       |       | Rent        | PSF    | Avg    |            | Rent               | PSF    | Avg    |
| Aloft at Glen Town Center           |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 90    | 49.7% | 1,100 | \$2,000     | \$1.82 | \$1.99 | 0.0%       | \$2,000            | \$1.82 | \$1.99 |
| 2.0 Bath                            |       |       | 1,600 | \$3,450     | \$2.16 |        |            | \$3,450            | \$2.16 |        |
| AMLI Deerfield                      |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 75    | 31.3% | 1,147 | \$2,302     | \$2.01 | \$2.10 | 16.7%      | \$1,918            | \$1.67 | \$1.75 |
| 2.0 Bath                            |       |       | 1,301 | \$2,855     | \$2.19 |        |            | \$2,379            | \$1.83 |        |
| Deerfield Village Centre            |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 20    | 35.7% | 1,040 | \$2,000     | \$1.92 | \$1.90 | 8.3%       | \$1,833            | \$1.76 | \$1.75 |
| 2.0 Bath                            |       |       | 1,400 | \$2,640     | \$1.89 |        |            | \$2,420            | \$1.73 |        |
| Dunton Tower                        |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 81    | 37.5% | 1,100 | \$1,669     | \$1.52 | \$1.50 | 0.0%       | \$1,669            | \$1.52 | \$1.50 |
| 2.0 Bath                            |       |       | 1,200 | \$1,775     | \$1.48 |        |            | \$1,775            | \$1.48 |        |
| Elmhurst 255                        |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 88    | 46.3% | 1,001 | \$2,169     | \$2.17 | \$2.53 | 7.7%       | \$2,002            | \$2.00 | \$2.33 |
| 2.0 Bath                            |       |       | 1,216 | \$3,510     | \$2.89 |        |            | \$3,240            | \$2.66 |        |
| Hancock Square At Arlington Station |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 87    | 21.3% | 975   | \$1,706     | \$1.75 | \$1.78 | 0.0%       | \$1,706            | \$1.75 | \$1.78 |
| 2.0 Bath                            |       |       | 991   | \$1,791     | \$1.81 |        |            | \$1,791            | \$1.81 |        |
| Hancock Square At Arlington Station |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 60    | 14.7% | 1,128 | \$2,283     | \$2.02 | \$2.08 | 0.0%       | \$2,283            | \$2.02 | \$2.08 |
| 2.0 Bath                            |       |       | 1,128 | \$2,403     | \$2.13 |        |            | \$2,403            | \$2.13 |        |
| Kingston Pointe                     |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 72    | 50.0% | 1,207 | \$1,760     | \$1.46 | \$1.63 | 0.0%       | \$1,760            | \$1.46 | \$1.63 |
| 2.0 Bath                            |       |       | 1,448 | \$2,595     | \$1.79 |        |            | \$2,595            | \$1.79 |        |
| Midtown Square                      |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 39    | 28.3% | 923   | \$2,475     | \$2.68 | \$2.57 | 0.0%       | \$2,475            | \$2.68 | \$2.57 |
| 2.0 Bath                            |       |       | 1,341 | \$3,300     | \$2.46 |        |            | \$3,300            | \$2.46 |        |
| Northgate Crossing                  |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 12    | 4.2%  | 883   | \$1,800     | \$2.04 | \$2.04 | 0.0%       | \$1,800            | \$2.04 | \$2.04 |
| 1.0 Bath                            |       |       | 883   | \$1,800     | \$2.04 |        |            | \$1,800            | \$2.04 |        |
| Northgate Crossing                  |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 90    | 31.3% | 1,189 | \$1,965     | \$1.65 | \$1.69 | 0.0%       | \$1,965            | \$1.65 | \$1.69 |
| 2.0 Bath                            |       |       | 1,196 | \$2,065     | \$1.73 |        |            | \$2,065            | \$1.73 |        |
| Northshore 770                      |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 142   | 40.9% | 1,009 | \$2,260     | \$2.24 | \$2.68 | 7.7%       | \$2,086            | \$2.07 | \$2.47 |
| 2.0 Bath                            |       |       | 1,157 | \$3,600     | \$3.11 |        |            | \$3,323            | \$2.87 |        |
| One Arlington                       |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 36    | 16.8% | 1,193 | \$2,228     | \$1.87 | \$1.91 | 0.0%       | \$2,228            | \$1.87 | \$1.91 |
| 2.0 Bath                            |       |       | 1,273 | \$2,482     | \$1.95 |        |            | \$2,482            | \$1.95 |        |
| One Arlington                       |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 14    | 6.5%  | 1,303 | \$2,612     | \$2.00 | \$2.09 | 0.0%       | \$2,612            | \$2.00 | \$2.09 |
| 2.0 Bath                            |       |       | 1,521 | \$3,296     | \$2.17 |        |            | \$3,296            | \$2.17 |        |
| Park 205 Apartments                 |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 45    | 39.1% | 1,080 | \$2,565     | \$2.38 | \$2.41 | 0.0%       | \$2,565            | \$2.38 | \$2.41 |
| 2.0 Bath                            |       |       | 1,345 | \$3,280     | \$2.44 |        |            | \$3,280            | \$2.44 |        |
| Reserve at Glenview                 |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 76    | 31.8% | 1,105 | \$2,470     | \$2.24 | \$2.20 | 20.8%      | \$1,955            | \$1.77 | \$1.74 |
| 2.0 Bath                            |       |       | 1,271 | \$2,755     | \$2.17 |        |            | \$2,181            | \$1.72 |        |
| River 595                           |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 5     | 8.3%  | 1,325 | \$2,209     | \$1.67 | \$1.68 | 15.4%      | \$1,869            | \$1.41 | \$1.42 |
| 2.0 Bath                            |       |       | 1,325 | \$2,249     | \$1.70 |        |            | \$1,903            | \$1.44 |        |
| Tapestry Glenview                   |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 84    | 29.0% | 1,064 | \$2,150     | \$2.02 | \$2.07 | 0.0%       | \$2,150            | \$2.02 | \$2.07 |
| 2.0 Bath                            |       |       | 1,064 | \$2,255     | \$2.12 |        |            | \$2,255            | \$2.12 |        |
| Tapestry Glenview                   |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 29    | 10.0% | 1,212 | \$2,515     | \$2.08 | \$2.14 | 0.0%       | \$2,515            | \$2.08 | \$2.14 |
| 2.0 Bath                            |       |       | 1,212 | \$2,665     | \$2.20 |        |            | \$2,665            | \$2.20 |        |
| The Parker                          |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 1     | 2.2%  | 1,075 | \$2,400     | \$2.23 | \$2.23 | 0.0%       | \$2,400            | \$2.23 | \$2.23 |
| 2.0 Bath                            |       |       | 1,075 | \$2,400     | \$2.23 |        |            | \$2,400            | \$2.23 |        |
| The Parker                          |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 42    | 91.3% | 1,200 | \$2,465     | \$2.05 | \$2.05 | 0.0%       | \$2,465            | \$2.05 | \$2.05 |
| 2.0 Bath                            |       |       | 1,200 | \$2,465     | \$2.05 |        |            | \$2,465            | \$2.05 |        |
| The Parker                          |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 3     | 6.5%  | 1,325 | \$2,600     | \$1.96 | \$2.18 | 0.0%       | \$2,600            | \$1.96 | \$2.18 |
| 2.0 Bath                            |       |       | 1,335 | \$3,200     | \$2.40 |        |            | \$3,200            | \$2.40 |        |
| Woodview                            |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom                         | 115   | 46.4% | 958   | \$2,419     | \$2.53 | \$2.42 | 7.7%       | \$2,233            | \$2.33 | \$2.24 |
| 2.0 Bath                            |       |       | 1,315 | \$3,052     | \$2.32 |        |            | \$2,817            | \$2.14 |        |
| Weighted Averages                   |       |       |       |             |        |        |            |                    |        |        |
|                                     |       |       | 1,163 | \$2,460     |        | \$2.11 |            | \$2,341            |        | \$2.01 |





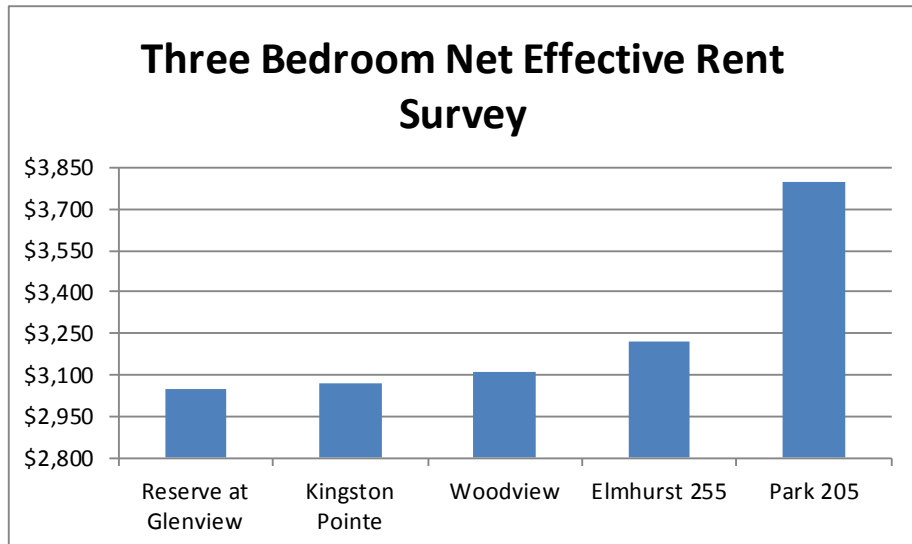
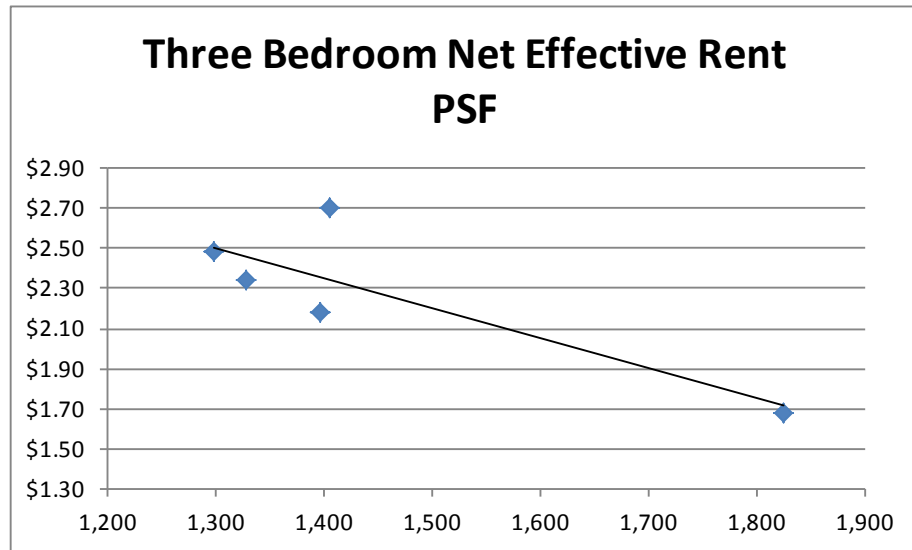
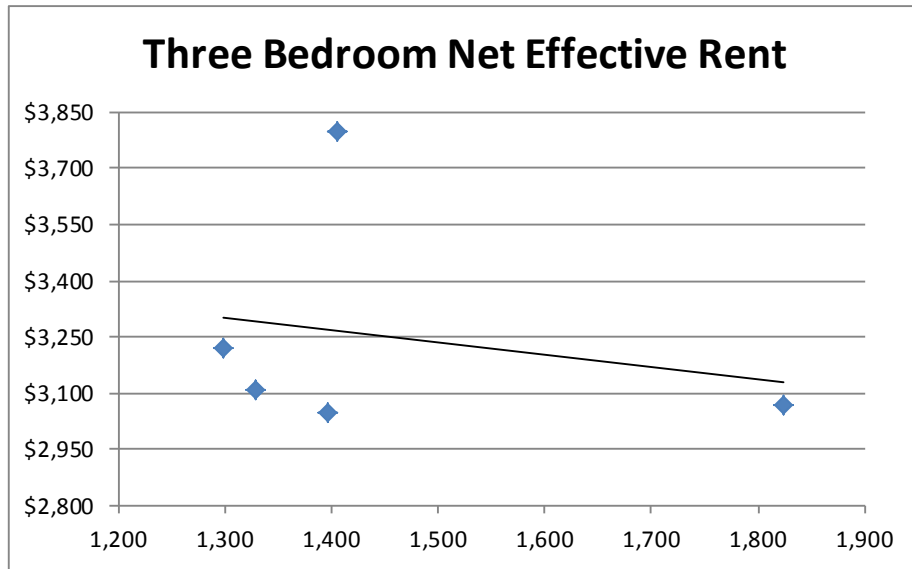
## Two Bedroom Plus Den Units

| Unit Description          | Units | Pct   | Sq Ft | Quoted Rent |        |        | Concession | Net Effective Rent |        |        |
|---------------------------|-------|-------|-------|-------------|--------|--------|------------|--------------------|--------|--------|
|                           |       |       |       | Rent        | PSF    | Avg    |            | Rent               | PSF    | Avg    |
| Aloft at Glen Town Center |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom + Den         | 2     | 1.1%  | 1,800 | \$3,810     | \$2.12 | \$2.45 | 0.0%       | \$3,810            | \$2.12 | \$2.45 |
| 2.0 Bath                  |       |       | 1,800 | \$5,000     | \$2.78 |        |            | \$5,000            | \$2.78 |        |
| AMLI Deerfield            |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom + Den         | 14    | 5.8%  | 1,260 | \$2,731     | \$2.17 | \$2.28 | 16.7%      | \$2,276            | \$1.81 | \$1.90 |
| 2.0 Bath                  |       |       | 1,365 | \$3,278     | \$2.40 |        |            | \$2,732            | \$2.00 |        |
| Kingston Pointe           |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom + Den         | 7     | 4.9%  | 1,769 | \$2,535     | \$1.43 | \$1.49 | 0.0%       | \$2,535            | \$1.43 | \$1.49 |
| 2.5 Bath                  |       |       | 1,769 | \$2,735     | \$1.55 |        |            | \$2,735            | \$1.55 |        |
| Northshore 770            |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom + Den         | 56    | 16.1% | 1,099 | \$2,490     | \$2.27 | \$2.65 | 7.7%       | \$2,298            | \$2.09 | \$2.44 |
| 2.0 Bath                  |       |       | 1,341 | \$4,060     | \$3.03 |        |            | \$3,748            | \$2.79 |        |
| Park 205 Apartments       |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom + Den         | 3     | 2.6%  | 1,316 | \$3,295     | \$2.50 | \$2.50 | 0.0%       | \$3,295            | \$2.50 | \$2.50 |
| 2.0 Bath                  |       |       | 1,316 | \$3,295     | \$2.50 |        |            | \$3,295            | \$2.50 |        |
| River 595                 |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom + Den         | 30    | 50.0% | 1,390 | \$2,269     | \$1.63 | \$1.65 | 15.4%      | \$1,920            | \$1.38 | \$1.39 |
| 2.0 Bath                  |       |       | 1,390 | \$2,309     | \$1.66 |        |            | \$1,954            | \$1.41 |        |
| River 595                 |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom + Den         | 10    | 16.7% | 1,480 | \$2,379     | \$1.61 | \$1.62 | 15.4%      | \$2,013            | \$1.36 | \$1.37 |
| 2.0 Bath                  |       |       | 1,480 | \$2,419     | \$1.63 |        |            | \$2,047            | \$1.38 |        |
| River 595                 |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom + Den         | 5     | 8.3%  | 1,620 | \$2,569     | \$1.59 | \$1.60 | 15.4%      | \$2,174            | \$1.34 | \$1.35 |
| 2.0 Bath                  |       |       | 1,620 | \$2,609     | \$1.61 |        |            | \$2,208            | \$1.36 |        |
| River 595                 |       |       |       |             |        |        |            |                    |        |        |
| Two Bedroom + Den         | 5     | 8.3%  | 1,660 | \$2,649     | \$1.60 | \$1.61 | 15.4%      | \$2,241            | \$1.35 | \$1.36 |
| 2.0 Bath                  |       |       | 1,660 | \$2,689     | \$1.62 |        |            | \$2,275            | \$1.37 |        |
| Weighted Averages         |       |       |       |             |        |        |            |                    |        |        |
|                           |       |       | 1,360 | \$2,891     |        | \$2.13 |            | \$2,592            |        | \$1.91 |



### Three Bedroom Units

| Unit Description           | Units | Pct   | Sq Ft | Quoted Rent |        |        | Concession | Net Effective Rent |        |        |
|----------------------------|-------|-------|-------|-------------|--------|--------|------------|--------------------|--------|--------|
|                            |       |       |       | Rent        | PSF    | Avg    |            | Rent               | PSF    | Avg    |
| <b>Elmhurst 255</b>        |       |       |       |             |        |        |            |                    |        |        |
| Three Bedroom              | 8     | 4.2%  | 1,299 | \$2,999     | \$2.31 | \$2.69 | 7.7%       | \$2,768            | \$2.13 | \$2.48 |
| 2.0 Bath                   |       |       | 1,299 | \$3,980     | \$3.06 |        |            | \$3,674            | \$2.83 |        |
| <b>Kingston Pointe</b>     |       |       |       |             |        |        |            |                    |        |        |
| Three Bedroom              | 3     | 2.1%  | 1,725 | \$3,070     | \$1.78 | \$1.69 | 0.0%       | \$3,070            | \$1.78 | \$1.69 |
| 3.0 Bath & up              |       |       | 1,924 | \$3,070     | \$1.60 |        |            | \$3,070            | \$1.60 |        |
| <b>Park 205 Apartments</b> |       |       |       |             |        |        |            |                    |        |        |
| Three Bedroom              | 3     | 2.6%  | 1,387 | \$3,785     | \$2.73 | \$2.70 | 0.0%       | \$3,785            | \$2.73 | \$2.70 |
| 2.0 Bath                   |       |       | 1,423 | \$3,810     | \$2.68 |        |            | \$3,810            | \$2.68 |        |
| <b>Reserve at Glenview</b> |       |       |       |             |        |        |            |                    |        |        |
| Three Bedroom              | 36    | 15.1% | 1,385 | \$3,120     | \$2.25 | \$2.28 | 4.2%       | \$2,990            | \$2.16 | \$2.18 |
| 2.0 Bath                   |       |       | 1,407 | \$3,245     | \$2.31 |        |            | \$3,110            | \$2.21 |        |
| <b>Woodview</b>            |       |       |       |             |        |        |            |                    |        |        |
| Three Bedroom              | 3     | 1.2%  | 1,328 | \$3,085     | \$2.32 | \$2.34 | 0.0%       | \$3,085            | \$2.32 | \$2.34 |
| 2.0 Bath                   |       |       | 1,328 | \$3,135     | \$2.36 |        |            | \$3,135            | \$2.36 |        |
| <b>Weighted Averages</b>   |       |       | 1,402 | \$3,253     |        | \$2.32 |            | \$3,123            |        | \$2.23 |



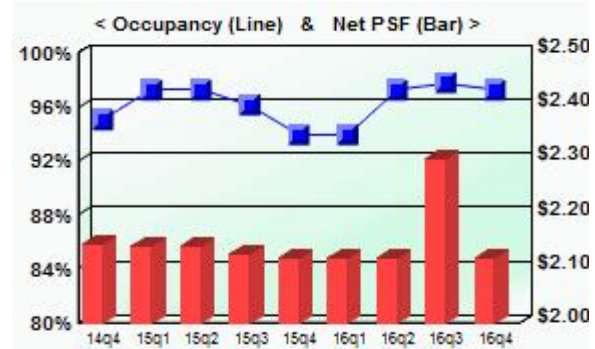


**Aloft at Glen Town Center (Comparable 1)**

1991 Tower Drive (S of Willow Rd, W of Rt 43)  
Glenview, Cook County, IL 60026

**North Shore**

Class: A, Market Rate  
ID: 540; YrQtr: 20164



| <u>Utility Description</u>            | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|---------------------------------------|----------|----------|----------------|----------|----------|
| Lights                                | ✓        |          | Trash          | ✓        |          |
| Gas Forced Air Heat                   | ✓        |          | Water          | ✓        |          |
| Unit Central AC                       | ✓        |          | Cable TV       | ✓        |          |
| <i>L=Landlord pays, T=Tenant pays</i> |          |          | Broadband      | ✓        |          |

| <u>Physical Profile</u> |              |
|-------------------------|--------------|
| Units:                  | <b>181</b>   |
| Avg Unit SF:            | <b>1,141</b> |
| Built:                  | <b>2004</b>  |
| Renovated:              | <b>na</b>    |

| <u>Economic Profile</u> |               |
|-------------------------|---------------|
| Occupancy:              | <b>97.2%</b>  |
| Quoted Rent:            | <b>\$2.12</b> |
| Concessions:            | <b>0.0%</b>   |
| Effective Rent:         | <b>\$2.12</b> |

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |            |                |                   | <u>Net Effective Rent</u> |            |                |
|-------------------------|--------------|------------|--------------|--------------------|------------|----------------|-------------------|---------------------------|------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u> | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u> | <u>PSF Avg</u> |
| One Bedroom             | 81           | 44.8%      | 775          | \$1,500            | \$1.94     | \$2.23         | 0.0%              | \$1,500                   | \$1.94     | \$2.23         |
| 1.0 Bath                |              |            | 1,000        | \$2,520            | \$2.52     |                |                   | \$2,520                   | \$2.52     |                |
| One Bedroom + Den       | 8            | 4.4%       | 1,050        | \$2,210            | \$2.10     | \$2.22         | 0.0%              | \$2,210                   | \$2.10     | \$2.22         |
| 1.0-2.0 Bath            |              |            | 1,325        | \$3,090            | \$2.33     |                |                   | \$3,090                   | \$2.33     |                |
| Two Bedroom             | 90           | 49.7%      | 1,100        | \$2,000            | \$1.82     | \$1.99         | 0.0%              | \$2,000                   | \$1.82     | \$1.99         |
| 2.0 Bath                |              |            | 1,600        | \$3,450            | \$2.16     |                |                   | \$3,450                   | \$2.16     |                |
| Two Bedroom + Den       | 2            | 1.1%       | 1,800        | \$3,810            | \$2.12     | \$2.45         | 0.0%              | \$3,810                   | \$2.12     | \$2.45         |
| 2.0 Bath                |              |            | 1,800        | \$5,000            | \$2.78     |                |                   | \$5,000                   | \$2.78     |                |

Paid Parking: \$75 (Self-Park Gar/Encl) to \$125 (Reserved Gar/Encl) per month. Free parking available.

**Amenities**

| <u>Unit</u>        | <u>Appliance</u> | <u>Common</u>     |
|--------------------|------------------|-------------------|
| Carpeting          | Disposal         | Business Center   |
| Wood Floors        | Dishwasher       | Clubhouse         |
| 9' Ceiling         | Microwave        | Conference Room   |
| Smooth Ceiling     | Range - Gas      | Movie Theater Rm  |
| Window Blinds      | Refrigerator     | Pets Allowed      |
| Granite Counters   | WasherDryer Incl | <b>Parking</b>    |
| Patio/Balcony/Deck | <b>Fitness</b>   | Reserved Gar/Encl |
|                    | Fitness Center   |                   |
|                    | Bike Storage     |                   |

**Trends**

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20164         | \$2.12            | 0.0%              | 97.2%          | \$2.12         |
| 20163         | \$2.30            | 0.0%              | 97.8%          | \$2.30         |
| 20162         | \$2.12            | 0.0%              | 97.2%          | \$2.12         |
| 20161         | \$2.12            | 0.0%              | 93.9%          | \$2.12         |
| 20154         | \$2.12            | 0.0%              | 93.9%          | \$2.12         |
| 20153         | \$2.13            | 0.0%              | 96.1%          | \$2.13         |
| 20152         | \$2.14            | 0.0%              | 97.2%          | \$2.14         |
| 20151         | \$2.14            | 0.0%              | 97.2%          | \$2.14         |
| 20144         | \$2.15            | 0.0%              | 95.0%          | \$2.15         |

**Notes:** Marketing began in December 2003. Two buildings, 3-stories each with retail on first floor. Participate in RUBS Program. Free parking available in detached garage across the street from property. Parking fees listed are for underground parking.

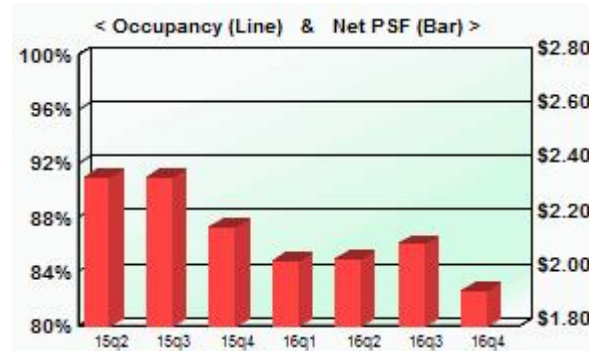
**Oliver McMillan**

**AMLi Deerfield (Comparable 2)**

1525 Lake Cook Rd  
Deerfield, Cook County, IL 60015

**North Shore**

Class: A, Market Rate  
ID: 1445; YrQtr: 20164



| Utility Description            | L | T | Service   | L | T |
|--------------------------------|---|---|-----------|---|---|
| Lights                         | ✓ |   | Trash     | ✓ |   |
| Gas Forced Air Heat            | ✓ |   | Water     | ✓ |   |
| Unit Central AC                | ✓ |   | Cable TV  | ✓ |   |
| L=Landlord pays, T=Tenant pays |   |   | Broadband | ✓ |   |

**Physical Profile**

Units: **240**  
Avg Unit SF: **941**  
Built: **2015**  
Renovated: **na**

**Economic Profile**

Occupancy: **65.8%**  
Quoted Rent: **\$2.31**  
Concessions: **16.7%**  
Effective Rent: **\$1.93**

| Unit Description  | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|-------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                   |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio            | 23    | 9.6%  | 527   | \$1,573     | \$2.98 | \$2.74  | 16.7%      | \$1,311            | \$2.49 | \$2.28  |
| 1.0 Bath          |       |       | 631   | \$1,573     | \$2.49 |         |            | \$1,311            | \$2.08 |         |
| One Bedroom       | 122   | 50.8% | 722   | \$1,687     | \$2.34 | \$2.43  | 16.7%      | \$1,406            | \$1.95 | \$2.03  |
| 1.0 Bath          |       |       | 859   | \$2,176     | \$2.53 |         |            | \$1,813            | \$2.11 |         |
| One Bedroom + Den | 6     | 2.5%  | 966   | \$2,538     | \$2.63 | \$2.63  | 16.7%      | \$2,115            | \$2.19 | \$2.19  |
| 1.0 Bath          |       |       | 966   | \$2,548     | \$2.64 |         |            | \$2,123            | \$2.20 |         |
| Two Bedroom       | 75    | 31.3% | 1,147 | \$2,302     | \$2.01 | \$2.10  | 16.7%      | \$1,918            | \$1.67 | \$1.75  |
| 2.0 Bath          |       |       | 1,301 | \$2,855     | \$2.19 |         |            | \$2,379            | \$1.83 |         |
| Two Bedroom + Den | 14    | 5.8%  | 1,260 | \$2,731     | \$2.17 | \$2.28  | 16.7%      | \$2,276            | \$1.81 | \$1.90  |
| 2.0 Bath          |       |       | 1,365 | \$3,278     | \$2.40 |         |            | \$2,732            | \$2.00 |         |

Paid Parking: \$125 (Reserved Gar/Encl) per month.

**Amenities**

| Unit               | Appliance        | Common            |
|--------------------|------------------|-------------------|
| Carpeting          | Disposal         | Business Center   |
| Wood Floors        | Dishwasher       | Party/Social Room |
| 9' Ceiling         | Microwave        | Smoke Free        |
| Smooth Ceiling     | Range - Gas      | Extra Storage     |
| Window Blinds      | Refrigerator     | Pets Allowed      |
| Granite Counters   | WasherDryer Incl | Fire Pit          |
| Quartz Counters    | <b>Fitness</b>   | Grilling Area     |
| Tile Backsplash    | Fitness Center   | Pet Wash Station  |
| Undermount Sinks   | Outdoor Pool     | <b>Parking</b>    |
| Patio/Balcony/Deck | Bike Storage     | Attached Garage   |

**Trends**

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20164  | \$2.31     | 16.7%      | 65.8%   | \$1.93  |
| 20163  | \$2.29     | 8.3%       | 61.7%   | \$2.10  |
| 20162  | \$2.29     | 10.5%      | 57.5%   | \$2.05  |
| 20161  | \$2.23     | 8.3%       | 45.4%   | \$2.04  |
| 20154  | \$2.36     | 8.3%       | 27.5%   | \$2.17  |
| 20153  | \$2.35     | 0.0%       | 22.5%   | \$2.35  |
| 20152  | \$2.35     | 0.0%       | 7.1%    | \$2.35  |

**Notes:** Leasing began in May, 2015. Bldg opened 8/30/15. Studio units function as convertibles.

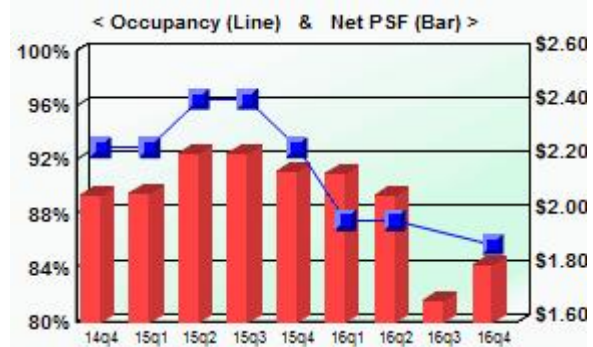
**AMLi Residential**

**Deerfield Village Centre (Comparable 3)**

625 Deerfield Road (Deerfield Rd, E of Rt 43)  
Deerfield, Lake County, IL 60015

**North Shore**

Class: A, Market Rate  
ID: 367; YrQtr: 20164



| <u>Utility Description</u>     | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|--------------------------------|----------|----------|----------------|----------|----------|
| Lights                         |          | ✓        | Trash          |          | ✓        |
| Gas Forced Air Heat            |          | ✓        | Water          |          | ✓        |
| Unit Central AC                |          | ✓        | Cable TV       |          | ✓        |
| L=Landlord pays, T=Tenant pays |          |          | Broadband      |          | ✓        |

**Physical Profile**

Units: **56**  
Avg Unit SF: **1,059**  
Built: **2000**  
Renovated: **na**

**Economic Profile**

Occupancy: **85.7%**  
Quoted Rent: **\$1.98**  
Concessions: **8.3%**  
Effective Rent: **\$1.81**

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |            |                |  | <u>Concession</u> | <u>Net Effective Rent</u> |            |                |
|-------------------------|--------------|------------|--------------|--------------------|------------|----------------|--|-------------------|---------------------------|------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u> | <u>PSF Avg</u> |  |                   | <u>Rent</u>               | <u>PSF</u> | <u>PSF Avg</u> |
| One Bedroom             | 20           | 35.7%      | 780          | \$1,650            | \$2.12     | \$2.08         |  | 8.3%              | \$1,513                   | \$1.94     | \$1.91         |
| 1.0 Bath                |              |            | 1,000        | \$2,050            | \$2.05     |                |  |                   | \$1,879                   | \$1.88     |                |
| One Bedroom + Den       | 16           | 28.6%      | 1,050        | \$2,125            | \$2.02     | \$1.99         |  | 8.3%              | \$1,948                   | \$1.86     | \$1.82         |
| 1.0 Bath                |              |            | 1,090        | \$2,125            | \$1.95     |                |  |                   | \$1,948                   | \$1.79     |                |
| Two Bedroom             | 20           | 35.7%      | 1,040        | \$2,000            | \$1.92     | \$1.90         |  | 8.3%              | \$1,833                   | \$1.76     | \$1.75         |
| 2.0 Bath                |              |            | 1,400        | \$2,640            | \$1.89     |                |  |                   | \$2,420                   | \$1.73     |                |

Paid Parking: \$50 (Self-Park Gar/Encl) to \$75 (Tandem Space) per month.

**Amenities**

| <u>Unit</u>      | <u>Appliance</u> | <u>Common</u>      |
|------------------|------------------|--------------------|
| Carpeting        | Disposal         | Doorman            |
| Window Blinds    | Dishwasher       | Laundry Room       |
| Granite Counters | Microwave        | Business Center    |
| Undermount Sinks | Range - Gas      | Conference Room    |
|                  | Refrigerator     | Party/Social Room  |
|                  | WasherDryer Incl | Extra Storage      |
|                  | <b>Fitness</b>   | Pets Allowed       |
|                  | Fitness Center   | <b>Parking</b>     |
|                  |                  | Self-Park Gar/Encl |
|                  |                  | Reserved Gar/Encl  |

**Trends**

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20164         | \$1.98            | 8.3%              | 85.7%          | \$1.81         |
| 20163         | \$1.90            | 11.9%             | 76.8%          | \$1.68         |
| 20162         | \$2.22            | 6.9%              | 87.5%          | \$2.07         |
| 20161         | \$2.24            | 4.2%              | 87.5%          | \$2.15         |
| 20154         | \$2.35            | 8.3%              | 92.9%          | \$2.16         |
| 20153         | \$2.22            | 0.0%              | 96.4%          | \$2.22         |
| 20152         | \$2.22            | 0.0%              | 96.4%          | \$2.22         |
| 20151         | \$2.07            | 0.0%              | 92.9%          | \$2.07         |
| 20144         | \$2.07            | 0.0%              | 92.9%          | \$2.07         |

**Notes:**

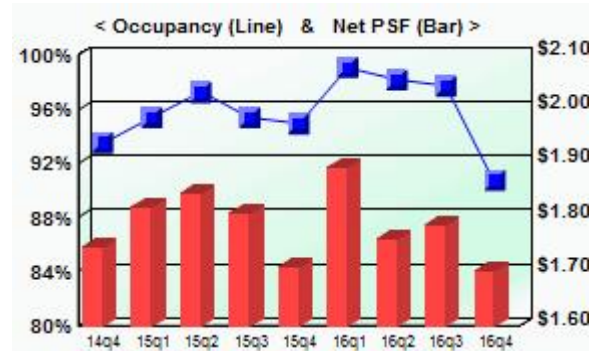
**M2 Property Group**

**Dunton Tower (Comparable 4)**

55 South Vail Avenue (Vail Ave, S of Northwest Hwy)  
Arlington Heights, Cook County, IL 60005

**Cook County-Northwest**

Class: B, Market Rate  
ID: 407; YrQtr: 20164



| Utility Description            | L | T | Service   | L | T |
|--------------------------------|---|---|-----------|---|---|
| Lights                         |   | ✓ | Trash     |   | ✓ |
| Gas Forced Air Heat            | ✓ |   | Water     |   | ✓ |
| Unit Central AC                |   | ✓ | Cable TV  |   | ✓ |
| L=Landlord pays, T=Tenant pays |   |   | Broadband |   | ✓ |

**Physical Profile**

Units: **216**  
Avg Unit SF: **902**  
Built: **1986**  
Renovated: **2006**

**Economic Profile**

Occupancy: **90.7%**  
Quoted Rent: **\$1.70**  
Concessions: **0.0%**  
Effective Rent: **\$1.70**

| Unit Description | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                  |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio           | 27    | 12.5% | 600   | \$1,336     | \$2.23 | \$2.23  | 0.0%       | \$1,336            | \$2.23 | \$2.23  |
| 1.0 Bath         |       |       | 600   | \$1,336     | \$2.23 |         |            | \$1,336            | \$2.23 |         |
| One Bedroom      | 108   | 50.0% | 785   | \$1,416     | \$1.80 | \$1.83  | 0.0%       | \$1,416            | \$1.80 | \$1.83  |
| 1.0 Bath         |       |       | 800   | \$1,481     | \$1.85 |         |            | \$1,481            | \$1.85 |         |
| Two Bedroom      | 81    | 37.5% | 1,100 | \$1,669     | \$1.52 | \$1.50  | 0.0%       | \$1,669            | \$1.52 | \$1.50  |
| 2.0 Bath         |       |       | 1,200 | \$1,775     | \$1.48 |         |            | \$1,775            | \$1.48 |         |

Paid Parking: \$70 (Attached Garage) per month.

**Amenities**

| Unit               | Appliance        | Common             |
|--------------------|------------------|--------------------|
| Carpeting          | Disposal         | Laundry Room       |
| Vinyl Plank Floors | Dishwasher       | Business Center    |
| Popcorn Ceiling    | Microwave        | Clubhouse          |
| Window Blinds      | Range - Electric | Party/Social Room  |
| Granite Counters   | Refrigerator     | Extra Storage      |
| Undermount Sinks   | <b>Fitness</b>   | Pets Allowed       |
| Patio/Balcony/Deck |                  | Grilling Area      |
|                    |                  | <b>Parking</b>     |
|                    |                  | Detached Garage    |
|                    | Sauna            | Self-Park Gar/Encl |
|                    | Whirlpool        |                    |

**Trends**

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20164  | \$1.70     | 0.0%       | 90.7%   | \$1.70  |
| 20163  | \$1.79     | 0.0%       | 97.7%   | \$1.79  |
| 20162  | \$1.76     | 0.0%       | 98.1%   | \$1.76  |
| 20161  | \$1.89     | 0.0%       | 99.1%   | \$1.89  |
| 20154  | \$1.71     | 0.0%       | 94.9%   | \$1.71  |
| 20153  | \$1.81     | 0.0%       | 95.4%   | \$1.81  |
| 20152  | \$1.85     | 0.0%       | 97.2%   | \$1.85  |
| 20151  | \$1.82     | 0.0%       | 95.4%   | \$1.82  |
| 20144  | \$1.75     | 0.0%       | 93.5%   | \$1.75  |

Notes:

Lincoln Property



**Elmhurst 255 (Comparable 5)**

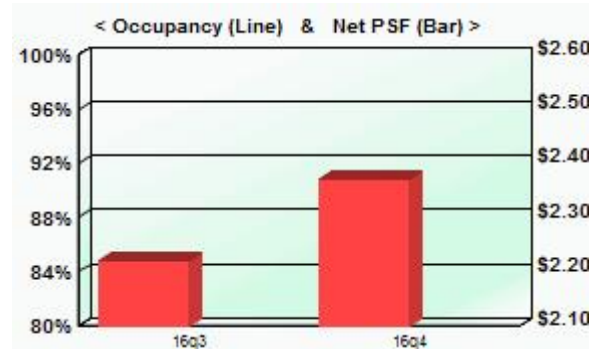
255 N Addison Ave

Elmhurst, DuPage County, IL 60126

**DuPage County**

Class: A, Market Rate

ID: 1562; YrQtr: 20164



| <u>Utility Description</u> | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|----------------------------|----------|----------|----------------|----------|----------|
| Lights                     | ✓        |          | Trash          | ✓        |          |
| Gas Forced Air Heat        | ✓        |          | Water          | ✓        |          |
| Unit Central AC            | ✓        |          | Cable TV       | ✓        |          |
|                            |          |          | Broadband      | ✓        |          |

*L=Landlord pays, T=Tenant pays*

**Physical Profile\***

|              |             |
|--------------|-------------|
| Units:       | <b>192</b>  |
| Avg Unit SF: | <b>956</b>  |
| Built:       | <b>2016</b> |
| Renovated:   | <b>na</b>   |

**Economic Profile**

|                 |               |
|-----------------|---------------|
| Occupancy:      | <b>38.9%</b>  |
| Quoted Rent:    | <b>\$2.57</b> |
| Concessions:    | <b>7.7%</b>   |
| Effective Rent: | <b>\$2.37</b> |

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |            |                |                   | <u>Net Effective Rent</u> |            |                |
|-------------------------|--------------|------------|--------------|--------------------|------------|----------------|-------------------|---------------------------|------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u> | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u> | <u>PSF Avg</u> |
| Studio                  | 4            | 2.1%       | 545          | \$1,432            | \$2.63     | \$2.80         | 7.7%              | \$1,322                   | \$2.43     | \$2.58         |
| 1.0 Bath                |              |            | 545          | \$1,619            | \$2.97     |                |                   | \$1,494                   | \$2.74     |                |
| One Bedroom             | 74           | 38.9%      | 693          | \$1,623            | \$2.34     | \$2.61         | 7.7%              | \$1,498                   | \$2.16     | \$2.41         |
| 1.0 Bath                |              |            | 848          | \$2,434            | \$2.87     |                |                   | \$2,247                   | \$2.65     |                |
| One Bedroom + Den       | 16           | 8.4%       | 797          | \$1,814            | \$2.28     | \$2.26         | 7.7%              | \$1,674                   | \$2.10     | \$2.09         |
| 1.0 Bath                |              |            | 1,011        | \$2,272            | \$2.25     |                |                   | \$2,097                   | \$2.07     |                |
| Two Bedroom             | 88           | 46.3%      | 1,001        | \$2,169            | \$2.17     | \$2.53         | 7.7%              | \$2,002                   | \$2.00     | \$2.33         |
| 2.0 Bath                |              |            | 1,216        | \$3,510            | \$2.89     |                |                   | \$3,240                   | \$2.66     |                |
| Three Bedroom           | 8            | 4.2%       | 1,299        | \$2,999            | \$2.31     | \$2.69         | 7.7%              | \$2,768                   | \$2.13     | \$2.48         |
| 2.0 Bath                |              |            | 1,299        | \$3,980            | \$3.06     |                |                   | \$3,674                   | \$2.83     |                |

- Also offering 2 mo/19-24 mo lease

\*The property has 192 units; 190 units were surveyed. Average unit size and rents are based on units surveyed.

Paid Parking: \$125 (Reserved Gar/Encl) to \$175 (Tandem Space) per month.

**Amenities**

| <u>Unit</u>        | <u>Appliance</u> | <u>Common</u>     |
|--------------------|------------------|-------------------|
| Vinyl Plank Floors | Dishwasher       | Business Center   |
| 9' Ceiling         | Microwave        | Dining Event Room |
| 10' Ceiling        | Range - Gas      | Movie Theater Rm  |
| Smooth Ceiling     | WasherDryer Incl | Extra Storage     |
| Quartz Counters    | <b>Fitness</b>   | Pets Allowed      |
| Tile Backsplash    | Fitness Center   | Fire Pit          |
| Undermount Sinks   | Outdoor Pool     | Grilling Area     |
| Patio/Balcony/Deck | Bike Storage     | <b>Parking</b>    |
|                    |                  | Attached Garage   |

**Trends**

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20164         | \$2.57            | 7.7%              | 38.9%          | \$2.37         |
| 20163         | \$2.40            | 7.7%              | 13.2%          | \$2.22         |

**Notes:** Opened 10/2016. The 2BD 1332sf unit and the 3BD 1505sf unit were not surveyed.  
1st fl 11', 2nd fl 10.5' & upper flrs 9' ceilings. No disposals.

**Morningside Management**

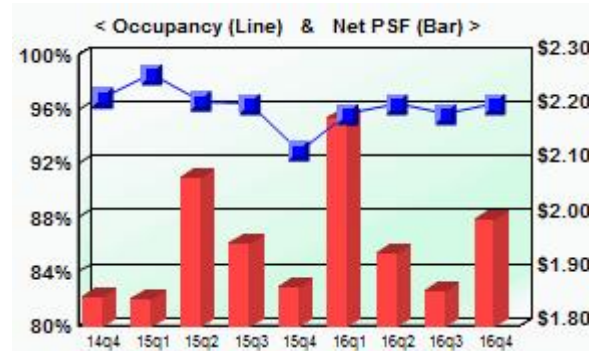


**Hancock Square At Arlington Station (Comp 6)**

200 North Arlington Heights Road (Arlington Hts Rd, N of Northwest Hwy)  
Arlington Heights, Cook County, IL 60004

**Cook County-Northwest**

Class: B, Market Rate  
ID: 178; YrQtr: 20164



| Utility Description            | L | T | Service   | L | T |
|--------------------------------|---|---|-----------|---|---|
| Lights                         | ✓ |   | Trash     | ✓ |   |
| Gas Forced Air Heat            | ✓ |   | Water     | ✓ |   |
| Unit Central AC                | ✓ |   | Cable TV  | ✓ |   |
| L=Landlord pays, T=Tenant pays |   |   | Broadband | ✓ |   |

**Physical Profile**

Units: **409**  
Avg Unit SF: **849**  
Built: **1988**  
Renovated: **2016**

**Economic Profile**

Occupancy: **96.3%**  
Quoted Rent: **\$2.00**  
Concessions: **0.0%**  
Effective Rent: **\$2.00**

| Unit Description      | Units | Pct   | Sq Ft | Quoted Rent |        |         |  | Concession | Net Effective Rent |        |         |
|-----------------------|-------|-------|-------|-------------|--------|---------|--|------------|--------------------|--------|---------|
|                       |       |       |       | Rent        | PSF    | PSF Avg |  |            | Rent               | PSF    | PSF Avg |
| Studio                | 30    | 7.3%  | 608   | \$1,131     | \$1.86 | \$2.03  |  | 0.0%       | \$1,131            | \$1.86 | \$2.03  |
| 1.0 Bath              |       |       | 608   | \$1,336     | \$2.20 |         |  |            | \$1,336            | \$2.20 |         |
| One Bedroom           | 143   | 35.0% | 677   | \$1,431     | \$2.11 | \$2.17  |  | 0.0%       | \$1,431            | \$2.11 | \$2.17  |
| 1.0 Bath              |       |       | 677   | \$1,511     | \$2.23 |         |  |            | \$1,511            | \$2.23 |         |
| One Bedroom + Den     | 89    | 21.8% | 850   | \$1,696     | \$2.00 | \$1.95  |  | 0.0%       | \$1,696            | \$2.00 | \$1.95  |
| 1.0 Bath              |       |       | 925   | \$1,760     | \$1.90 |         |  |            | \$1,760            | \$1.90 |         |
| Two Bedroom           | 87    | 21.3% | 975   | \$1,706     | \$1.75 | \$1.78  |  | 0.0%       | \$1,706            | \$1.75 | \$1.78  |
| 2.0 Bath              |       |       | 991   | \$1,791     | \$1.81 |         |  |            | \$1,791            | \$1.81 |         |
| Two Bedroom           | 60    | 14.7% | 1,128 | \$2,283     | \$2.02 | \$2.08  |  | 0.0%       | \$2,283            | \$2.02 | \$2.08  |
| 2.0 Bath              |       |       | 1,128 | \$2,403     | \$2.13 |         |  |            | \$2,403            | \$2.13 |         |
| • 30 units incl a den |       |       |       |             |        |         |  |            |                    |        |         |

Paid Parking: \$75 (Attached Garage) per month.

**Amenities**

| Unit               | Appliance        | Common             |
|--------------------|------------------|--------------------|
| Carpeting          | Disposal         | Business Center    |
| Popcorn Ceiling    | Dishwasher       | Clubhouse          |
| Window Blinds      | Microwave        | Party/Social Room  |
| Granite Counters   | Range - Electric | Extra Storage      |
| Undermount Sinks   | Refrigerator     | Pets Allowed       |
| Patio/Balcony/Deck | WasherDryer Incl | Grilling Area      |
|                    | <b>Fitness</b>   | Picnic Tables      |
|                    | Fitness Center   | <b>Parking</b>     |
|                    | Outdoor Pool     | Self-Park Gar/Encl |
|                    | Indoor Pool      |                    |
|                    | Sauna            |                    |
|                    | Whirlpool        |                    |
|                    | Bike Storage     |                    |

**Trends**

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20164  | \$2.00     | 0.0%       | 96.3%   | \$2.00  |
| 20163  | \$1.87     | 0.0%       | 95.6%   | \$1.87  |
| 20162  | \$1.94     | 0.0%       | 96.3%   | \$1.94  |
| 20161  | \$2.18     | 0.0%       | 95.6%   | \$2.18  |
| 20154  | \$1.87     | 0.0%       | 92.9%   | \$1.87  |
| 20153  | \$1.95     | 0.0%       | 96.3%   | \$1.95  |
| 20152  | \$2.07     | 0.0%       | 96.6%   | \$2.07  |
| 20151  | \$1.85     | 0.0%       | 98.5%   | \$1.85  |
| 20144  | \$1.85     | 0.0%       | 96.8%   | \$1.85  |

**Notes:** Mixed use building with 40,297 square feet of retail and 346,570 square feet of residential space.

**Lincoln Property**

**Kingston Pointe (Comparable 7)**

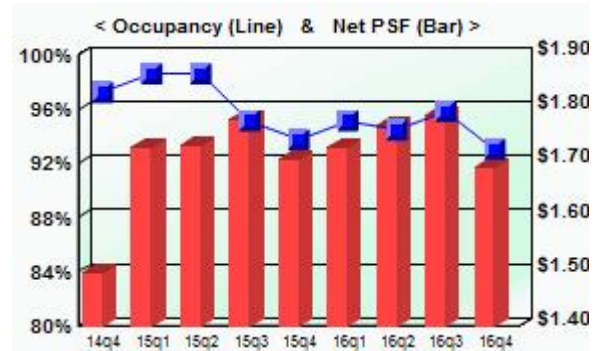
1646 River St

Des Plaines, Cook County, IL 60016

**Cook County-Northwest**

Class: A, Market Rate

ID: 1044; YrQtr: 20164



| <u>Utility Description</u>     | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|--------------------------------|----------|----------|----------------|----------|----------|
| Lights                         | ✓        |          | Trash          | ✓        |          |
| Gas Forced Air Heat            | ✓        |          | Water          | ✓        |          |
| Unit Central AC                | ✓        |          | Cable TV       | ✓        |          |
| L=Landlord pays, T=Tenant pays |          |          | Broadband      | ✓        |          |

**Physical Profile**

Units: **144**  
 Avg Unit SF: **1,203**  
 Built: **2009**  
 Renovated: **na**

**Economic Profile**

Occupancy: **93.1%**  
 Quoted Rent: **\$1.69**  
 Concessions: **0.0%**  
 Effective Rent: **\$1.69**

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |            |                |                   | <u>Net Effective Rent</u> |            |                |
|-------------------------|--------------|------------|--------------|--------------------|------------|----------------|-------------------|---------------------------|------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u> | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u> | <u>PSF Avg</u> |
| One Bedroom             | 34           | 23.6%      | 820          | \$1,470            | \$1.79     | \$1.87         | 0.0%              | \$1,470                   | \$1.79     | \$1.87         |
| 1.0 Bath                |              |            | 1,005        | \$1,950            | \$1.94     |                |                   | \$1,950                   | \$1.94     |                |
| One Bedroom + Den       | 28           | 19.4%      | 971          | \$1,540            | \$1.59     | \$1.75         | 0.0%              | \$1,540                   | \$1.59     | \$1.75         |
| 1.0 Bath                |              |            | 1,089        | \$2,080            | \$1.91     |                |                   | \$2,080                   | \$1.91     |                |
| Two Bedroom             | 72           | 50.0%      | 1,207        | \$1,760            | \$1.46     | \$1.63         | 0.0%              | \$1,760                   | \$1.46     | \$1.63         |
| 2.0 Bath                |              |            | 1,448        | \$2,595            | \$1.79     |                |                   | \$2,595                   | \$1.79     |                |
| Two Bedroom + Den       | 7            | 4.9%       | 1,769        | \$2,535            | \$1.43     | \$1.49         | 0.0%              | \$2,535                   | \$1.43     | \$1.49         |
| 2.5 Bath                |              |            | 1,769        | \$2,735            | \$1.55     |                |                   | \$2,735                   | \$1.55     |                |
| Three Bedroom           | 3            | 2.1%       | 1,725        | \$3,070            | \$1.78     | \$1.69         | 0.0%              | \$3,070                   | \$1.78     | \$1.69         |
| 3.0 Bath & up           |              |            | 1,924        | \$3,070            | \$1.60     |                |                   | \$3,070                   | \$1.60     |                |

Paid Parking: \$70 (Self-Park Gar/Encl) per month.

**Amenities**

| <u>Unit</u>        | <u>Appliance</u> | <u>Common</u>      |
|--------------------|------------------|--------------------|
| Carpeting          | Disposal         | Extra Storage      |
| Wood Floors        | Dishwasher       | Pets Allowed       |
| 9' Ceiling         | Microwave        | <b>Parking</b>     |
| Smooth Ceiling     | Range - Gas      | Self-Park Gar/Encl |
| Window Blinds      | Refrigerator     |                    |
| Granite Counters   | WasherDryer Incl |                    |
| Patio/Balcony/Deck | <b>Fitness</b>   |                    |
|                    | Bike Storage     |                    |

**Trends**

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20164         | \$1.69            | 0.0%              | 93.1%          | \$1.69         |
| 20163         | \$1.79            | 0.0%              | 95.8%          | \$1.79         |
| 20162         | \$1.80            | 1.4%              | 94.4%          | \$1.77         |
| 20161         | \$1.74            | 0.5%              | 95.1%          | \$1.73         |
| 20154         | \$1.72            | 0.5%              | 93.8%          | \$1.71         |
| 20153         | \$1.78            | 0.0%              | 95.1%          | \$1.78         |
| 20152         | \$1.73            | 0.0%              | 98.6%          | \$1.73         |
| 20151         | \$1.73            | 0.0%              | 98.6%          | \$1.73         |
| 20144         | \$1.50            | 0.0%              | 97.2%          | \$1.50         |

**Notes:** Building began as Everleigh Condos, developed by Sertus Capital Partners LLC. Only 3 units sold and it has since become a rental property. Leasing began in the spring of 2011. The property has no recreational amenities. All units include one parking space.

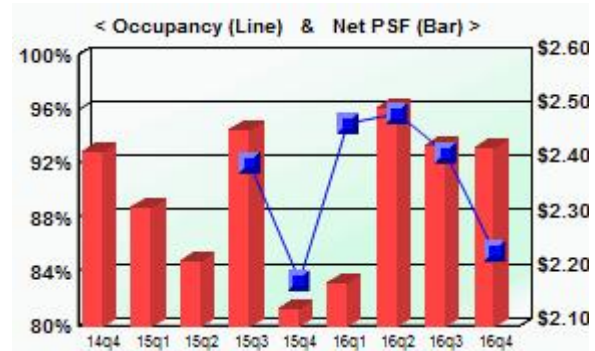
**Greystar**

**Midtown Square (Comparable 8)**

998 Church St  
Glenview, Cook County, IL 60025

**North Shore**

Class: A, Market Rate  
ID: 1344; YrQtr: 20164



| <u>Utility Description</u>     | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|--------------------------------|----------|----------|----------------|----------|----------|
| Lights                         | ✓        |          | Trash          | ✓        |          |
| Gas Forced Air Heat            | ✓        |          | Water          | ✓        |          |
| Unit Central AC                | ✓        |          | Cable TV       | ✓        |          |
| L=Landlord pays, T=Tenant pays |          |          | Broadband      | ✓        |          |

**Physical Profile**

Units: **138**  
Avg Unit SF: **920**  
Built: **2014**  
Renovated: **na**

**Economic Profile**

Occupancy: **85.5%**  
Quoted Rent: **\$2.43**  
Concessions: **0.0%**  
Effective Rent: **\$2.43**

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |                  |                |                   | <u>Net Effective Rent</u> |                  |                |
|-------------------------|--------------|------------|--------------|--------------------|------------------|----------------|-------------------|---------------------------|------------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u>       | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u>       | <u>PSF Avg</u> |
| One Bedroom<br>1.0 Bath | 99           | 71.7%      | 763<br>909   | \$1,650<br>\$2,300 | \$2.16<br>\$2.53 | \$2.35         | 0.0%              | \$1,650<br>\$2,300        | \$2.16<br>\$2.53 | \$2.35         |
| Two Bedroom<br>2.0 Bath | 39           | 28.3%      | 923<br>1,341 | \$2,475<br>\$3,300 | \$2.68<br>\$2.46 | \$2.57         | 0.0%              | \$2,475<br>\$3,300        | \$2.68<br>\$2.46 | \$2.57         |

Paid Parking: \$135 (Reserved Gar/Encl) per month.

**Amenities**

| <u>Unit</u>        | <u>Appliance</u> | <u>Common</u>     |
|--------------------|------------------|-------------------|
| Carpeting          | Disposal         | Clubhouse         |
| Wood Floors        | Dishwasher       | Party/Social Room |
| 9' Ceiling         | Microwave        | Extra Storage     |
| Window Blinds      | Range - Gas      | Pets Allowed      |
| Quartz Counters    | Refrigerator     | Pet Wash Station  |
| Tile Backsplash    | WasherDryer Incl | <b>Parking</b>    |
| Undermount Sinks   | <b>Fitness</b>   | Surface Parking   |
| Patio/Balcony/Deck | Fitness Center   | Attached Garage   |
|                    | Bike Storage     |                   |

**Trends**

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20164         | \$2.43            | 0.0%              | 85.5%          | \$2.43         |
| 20163         | \$2.43            | 0.0%              | 92.8%          | \$2.43         |
| 20162         | \$2.50            | 0.0%              | 95.7%          | \$2.50         |
| 20161         | \$2.44            | 10.6%             | 94.9%          | \$2.18         |
| 20154         | \$2.44            | 12.5%             | 83.3%          | \$2.13         |
| 20153         | \$2.60            | 5.2%              | 92.0%          | \$2.46         |
| 20152         | \$2.42            | 8.3%              | 70.3%          | \$2.22         |
| 20151         | \$2.42            | 4.2%              | 44.9%          | \$2.32         |
| 20144         | \$2.42            | 0.0%              | 20.3%          | \$2.42         |

**Notes:**

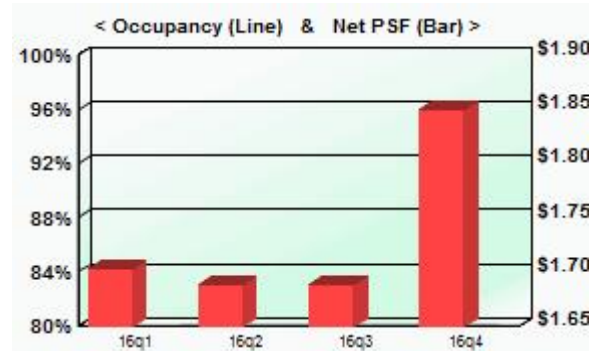
**Greystar**

**Northgate Crossing (Comparable 9)**

250 Northgate Pkwy  
Wheeling, Cook County, IL 60090

**Cook County-Northwest**

Class: A, Market Rate  
ID: 1505; YrQtr: 20164



| <u>Utility Description</u>     | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|--------------------------------|----------|----------|----------------|----------|----------|
| Lights                         |          | ✓        | Trash          |          | ✓        |
| Gas Forced Air Heat            |          | ✓        | Water          |          | ✓        |
| Unit Central AC                |          | ✓        | Cable TV       |          | ✓        |
| L=Landlord pays, T=Tenant pays |          |          | Broadband      |          | ✓        |

**Physical Profile**

Units: **288**  
Avg Unit SF: **924**  
Built: **2016**  
Renovated: **na**

**Economic Profile**

Occupancy: **52.4%**  
Quoted Rent: **\$1.85**  
Concessions: **0.0%**  
Effective Rent: **\$1.85**

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |            |                |                   | <u>Net Effective Rent</u> |            |                |
|-------------------------|--------------|------------|--------------|--------------------|------------|----------------|-------------------|---------------------------|------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u> | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u> | <u>PSF Avg</u> |
| One Bedroom             | 162          | 56.3%      | 696          | \$1,475            | \$2.12     | \$1.98         | 0.0%              | \$1,475                   | \$2.12     | \$1.98         |
| 1.0 Bath                |              |            | 873          | \$1,600            | \$1.83     |                |                   | \$1,600                   | \$1.83     |                |
| One Bedroom + Den       | 24           | 8.3%       | 883          | \$1,675            | \$1.90     | \$1.90         | 0.0%              | \$1,675                   | \$1.90     | \$1.90         |
| 1.0 Bath                |              |            | 883          | \$1,675            | \$1.90     |                |                   | \$1,675                   | \$1.90     |                |
| Two Bedroom             | 12           | 4.2%       | 883          | \$1,800            | \$2.04     | \$2.04         | 0.0%              | \$1,800                   | \$2.04     | \$2.04         |
| 1.0 Bath                |              |            | 883          | \$1,800            | \$2.04     |                |                   | \$1,800                   | \$2.04     |                |
| Two Bedroom             | 90           | 31.3%      | 1,189        | \$1,965            | \$1.65     | \$1.69         | 0.0%              | \$1,965                   | \$1.65     | \$1.69         |
| 2.0 Bath                |              |            | 1,196        | \$2,065            | \$1.73     |                |                   | \$2,065                   | \$1.73     |                |

Paid Parking: \$125 (Self-Park Gar/Encl) to \$155 (Self-Park Gar/Encl) per month. Free parking available.

**Amenities**

| <u>Unit</u>        | <u>Appliance</u> | <u>Common</u>      |
|--------------------|------------------|--------------------|
| Carpeting          | Disposal         | Business Center    |
| Vinyl Plank Floors | Dishwasher       | Clubhouse          |
| Smooth Ceiling     | Microwave        | Movie Theater Rm   |
| Window Blinds      | Range - Gas      | Party/Social Room  |
| Granite Counters   | Refrigerator     | Smoke Free         |
| Granite Islands    | WasherDryer Incl | Extra Storage      |
| Undermount Sinks   | <b>Fitness</b>   | Pets Allowed       |
| Patio/Balcony/Deck | Fitness Center   | Fire Pit           |
|                    | Outdoor Pool     | Grilling Area      |
|                    | Fitness Trails   | LEED Silver        |
|                    |                  | <b>Parking</b>     |
|                    |                  | Self-Park Gar/Encl |

**Trends**

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20164         | \$1.85            | 0.0%              | 52.4%          | \$1.85         |
| 20163         | \$1.84            | 8.5%              | 60.1%          | \$1.69         |
| 20162         | \$1.84            | 8.5%              | 28.1%          | \$1.69         |
| 20161         | \$1.84            | 7.7%              | 13.9%          | \$1.70         |

**Notes:** Occupancy began 12/2015. Construction to be finished in spring/summer 2017.

**Kinzie Property Management**



**Northshore 770 (Comparable 10)**

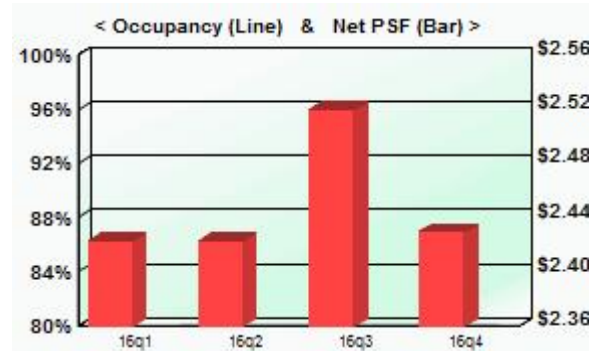
770 Skokie Blvd

Northbrook, Cook County, IL 60062

**North Shore**

Class: A, Market Rate

ID: 1504; YrQtr: 20164



| <u>Utility Description</u>     | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|--------------------------------|----------|----------|----------------|----------|----------|
| Lights                         | ✓        |          | Trash          | ✓        |          |
| Gas Forced Air Heat            | ✓        |          | Water          | ✓        |          |
| Unit Central AC                | ✓        |          | Cable TV       | ✓        |          |
| L=Landlord pays, T=Tenant pays |          |          | Broadband      | ✓        |          |

Physical Profile

|              |             |
|--------------|-------------|
| Units:       | <b>347</b>  |
| Avg Unit SF: | <b>992</b>  |
| Built:       | <b>2016</b> |
| Renovated:   | <b>na</b>   |

Economic Profile

|                 |               |
|-----------------|---------------|
| Occupancy:      | <b>53.9%</b>  |
| Quoted Rent:    | <b>\$2.63</b> |
| Concessions:    | <b>7.7%</b>   |
| Effective Rent: | <b>\$2.43</b> |

| <u>Unit Description</u>                                 | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u>   | <u>Quoted Rent</u> |                  |                |  | <u>Concession</u> | <u>Net Effective Rent</u> |                  |                |
|---------------------------------------------------------|--------------|------------|----------------|--------------------|------------------|----------------|--|-------------------|---------------------------|------------------|----------------|
|                                                         |              |            |                | <u>Rent</u>        | <u>PSF</u>       | <u>PSF Avg</u> |  |                   | <u>Rent</u>               | <u>PSF</u>       | <u>PSF Avg</u> |
| One Bedroom<br>1.0 Bath<br>• Reduced Move in Fees       | 86           | 24.8%      | 667<br>904     | \$1,540<br>\$2,390 | \$2.31<br>\$2.64 | \$2.48         |  | 7.7%              | \$1,422<br>\$2,206        | \$2.13<br>\$2.44 | \$2.29         |
| One Bedroom + Den<br>1.0 Bath<br>• Reduced Move in Fees | 63           | 18.2%      | 755<br>972     | \$1,760<br>\$2,590 | \$2.33<br>\$2.66 | \$2.50         |  | 7.7%              | \$1,625<br>\$2,391        | \$2.15<br>\$2.46 | \$2.31         |
| Two Bedroom<br>2.0 Bath<br>• Reduced Move in Fees       | 142          | 40.9%      | 1,009<br>1,157 | \$2,260<br>\$3,600 | \$2.24<br>\$3.11 | \$2.68         |  | 7.7%              | \$2,086<br>\$3,323        | \$2.07<br>\$2.87 | \$2.47         |
| Two Bedroom + Den<br>2.0 Bath<br>• Reduced Move in Fees | 56           | 16.1%      | 1,099<br>1,341 | \$2,490<br>\$4,060 | \$2.27<br>\$3.03 | \$2.65         |  | 7.7%              | \$2,298<br>\$3,748        | \$2.09<br>\$2.79 | \$2.44         |

Paid Parking: \$150 (Self-Park Gar/Encl) to \$220 (Tandem Space) per month.

Amenities

| <u>Unit</u>        | <u>Appliance</u> | <u>Common</u>        |
|--------------------|------------------|----------------------|
| Carpeting          | Disposal         | Doorman              |
| Wood Floors        | Dishwasher       | Business Center      |
| 9' Ceiling         | Microwave        | Conference Room      |
| 10' Ceiling        | Range - Gas      | Party/Social Room    |
| Smooth Ceiling     | Refrigerator     | Extra Storage        |
| Window Blinds      | WasherDryer Incl | Pets Allowed         |
| Quartz Counters    | <b>Fitness</b>   | Car Charging Station |
| Tile Backsplash    | Fitness Center   | Dog Run              |
| Undermount Sinks   | Outdoor Pool     | Pet Wash Station     |
| Patio/Balcony/Deck |                  | Golf Simulator       |
|                    |                  | <b>Parking</b>       |
|                    |                  | Self-Park Gar/Encl   |

Trends

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20164         | \$2.63            | 7.7%              | 53.9%          | \$2.43         |
| 20163         | \$2.73            | 7.7%              | 50.7%          | \$2.52         |
| 20162         | \$2.63            | 7.7%              | 38.3%          | \$2.42         |
| 20161         | \$2.63            | 7.7%              | 20.5%          | \$2.42         |

**Notes:** Occupancy began in 01/16. PH units have higher ceilings and higher finishes.**Morningside**



**One Arlington (Comparable 11)**

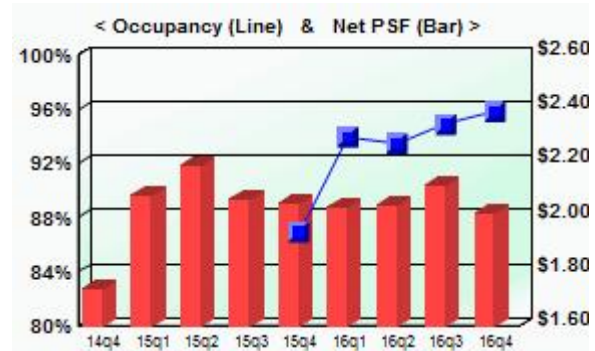
3400 W Stonegate Blvd

Arlington Heights, Cook County, IL 60005

**Cook County-Northwest**

Class: A, Market Rate

ID: 1342; YrQtr: 20164



| <u>Utility Description</u>     | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|--------------------------------|----------|----------|----------------|----------|----------|
| Lights                         | ✓        |          | Trash          | ✓        |          |
| Gas Forced Air Heat            | ✓        |          | Water          | ✓        |          |
| Unit Central AC                | ✓        |          | Cable TV       | ✓        |          |
| L=Landlord pays, T=Tenant pays |          |          | Broadband      | ✓        |          |

**Physical Profile**

|              |             |
|--------------|-------------|
| Units:       | <b>214</b>  |
| Avg Unit SF: | <b>936</b>  |
| Built:       | <b>2014</b> |
| Renovated:   | <b>na</b>   |

**Economic Profile**

|                 |               |
|-----------------|---------------|
| Occupancy:      | <b>95.8%</b>  |
| Quoted Rent:    | <b>\$2.01</b> |
| Concessions:    | <b>0.0%</b>   |
| Effective Rent: | <b>\$2.01</b> |

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |            |                |  | <u>Concession</u> | <u>Net Effective Rent</u> |            |                |
|-------------------------|--------------|------------|--------------|--------------------|------------|----------------|--|-------------------|---------------------------|------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u> | <u>PSF Avg</u> |  |                   | <u>Rent</u>               | <u>PSF</u> | <u>PSF Avg</u> |
| Studio                  | 51           | 23.8%      | 549          | \$1,144            | \$2.08     | \$2.33         |  | 0.0%              | \$1,144                   | \$2.08     | \$2.33         |
| 1.0 Bath                |              |            | 769          | \$1,976            | \$2.57     |                |  |                   | \$1,976                   | \$2.57     |                |
| One Bedroom             | 113          | 52.8%      | 803          | \$1,502            | \$1.87     | \$1.92         |  | 0.0%              | \$1,502                   | \$1.87     | \$1.92         |
| 1.0 Bath                |              |            | 1,012        | \$2,000            | \$1.98     |                |  |                   | \$2,000                   | \$1.98     |                |
| Two Bedroom             | 36           | 16.8%      | 1,193        | \$2,228            | \$1.87     | \$1.91         |  | 0.0%              | \$2,228                   | \$1.87     | \$1.91         |
| 2.0 Bath                |              |            | 1,273        | \$2,482            | \$1.95     |                |  |                   | \$2,482                   | \$1.95     |                |
| Two Bedroom             | 14           | 6.5%       | 1,303        | \$2,612            | \$2.00     | \$2.09         |  | 0.0%              | \$2,612                   | \$2.00     | \$2.09         |
| 2.0 Bath                |              |            | 1,521        | \$3,296            | \$2.17     |                |  |                   | \$3,296                   | \$2.17     |                |
| • PH                    |              |            |              |                    |            |                |  |                   |                           |            |                |

Paid Parking: \$75 (Reserved Gar/Encl) per month.

**Amenities**

| <u>Unit</u>          | <u>Appliance</u> | <u>Common</u>        |
|----------------------|------------------|----------------------|
| Carpeting            | Disposal         | Business Center      |
| Wood Floors          | Dishwasher       | Clubhouse            |
| 8.5' Ceiling         | Microwave        | Craft/DIY Room       |
| Window Roller Shades | Range - Electric | Movie Theater Rm     |
| Granite Counters     | Refrigerator     | Party/Social Room    |
| Undermount Sinks     | WasherDryer Incl | Extra Storage        |
| Patio/Balcony/Deck   | <b>Fitness</b>   | Pets Allowed         |
|                      | Fitness Center   | Car Charging Station |
|                      | Bike Storage     | Pet Wash Station     |
|                      | Rooftop Sundek   | Golf Simulator       |
|                      |                  | <b>Parking</b>       |
|                      |                  | Surface Parking      |
|                      |                  | Attached Garage      |

**Trends**

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20164         | \$2.01            | 0.0%              | 95.8%          | \$2.01         |
| 20163         | \$2.12            | 0.0%              | 94.9%          | \$2.12         |
| 20162         | \$2.07            | 0.8%              | 93.5%          | \$2.05         |
| 20161         | \$2.04            | 0.0%              | 93.9%          | \$2.04         |
| 20154         | \$2.10            | 1.9%              | 86.9%          | \$2.05         |
| 20153         | \$2.10            | 1.6%              | 76.6%          | \$2.07         |
| 20152         | \$2.46            | 10.8%             | 58.4%          | \$2.19         |
| 20151         | \$2.08            | 0.0%              | 28.5%          | \$2.08         |
| 20144         | \$1.98            | 12.5%             | 23.8%          | \$1.74         |

**Notes:** Occupancy began 10/2/14. Upper floors have 9-10' ceilings.**Waterford Residential**

**Park 205 Apartments (Comparable 12)**

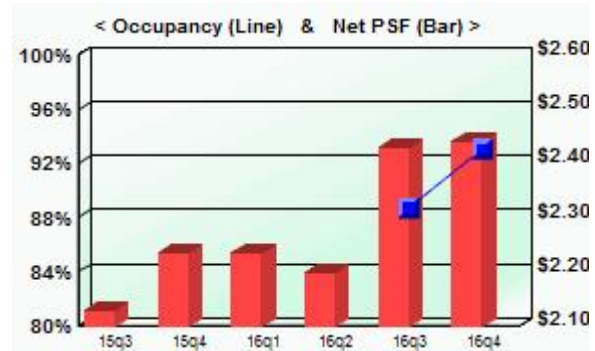
205 W Touhy Ave

Park Ridge, Cook County, IL 60068

**North Shore**

Class: A, Market Rate

ID: 1475; YrQtr: 20164



| Utility Description            | L | T | Service   | L | T |
|--------------------------------|---|---|-----------|---|---|
| Lights                         | ✓ |   | Trash     | ✓ |   |
| Gas Forced Air Heat            | ✓ |   | Water     | ✓ |   |
| Unit Central AC                | ✓ |   | Cable TV  | ✓ |   |
| L=Landlord pays, T=Tenant pays |   |   | Broadband | ✓ |   |

**Physical Profile**

|              |      |
|--------------|------|
| Units:       | 115  |
| Avg Unit SF: | 975  |
| Built:       | 2015 |
| Renovated:   | na   |

**Economic Profile**

|                 |        |
|-----------------|--------|
| Occupancy:      | 93.0%  |
| Quoted Rent:    | \$2.44 |
| Concessions:    | 0.0%   |
| Effective Rent: | \$2.44 |

| Unit Description  | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|-------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                   |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| One Bedroom       | 57    | 49.6% | 606   | \$1,725     | \$2.85 | \$2.54  | 0.0%       | \$1,725            | \$2.85 | \$2.54  |
| 1.0 Bath          |       |       | 881   | \$1,960     | \$2.22 |         |            | \$1,960            | \$2.22 |         |
| One Bedroom + Den | 7     | 6.1%  | 942   | \$2,180     | \$2.31 | \$2.27  | 0.0%       | \$2,180            | \$2.31 | \$2.27  |
| 1.0 Bath          |       |       | 1,064 | \$2,360     | \$2.22 |         |            | \$2,360            | \$2.22 |         |
| Two Bedroom       | 45    | 39.1% | 1,080 | \$2,565     | \$2.38 | \$2.41  | 0.0%       | \$2,565            | \$2.38 | \$2.41  |
| 2.0 Bath          |       |       | 1,345 | \$3,280     | \$2.44 |         |            | \$3,280            | \$2.44 |         |
| Two Bedroom + Den | 3     | 2.6%  | 1,316 | \$3,295     | \$2.50 | \$2.50  | 0.0%       | \$3,295            | \$2.50 | \$2.50  |
| 2.0 Bath          |       |       | 1,316 | \$3,295     | \$2.50 |         |            | \$3,295            | \$2.50 |         |
| Three Bedroom     | 3     | 2.6%  | 1,387 | \$3,785     | \$2.73 | \$2.70  | 0.0%       | \$3,785            | \$2.73 | \$2.70  |
| 2.0 Bath          |       |       | 1,423 | \$3,810     | \$2.68 |         |            | \$3,810            | \$2.68 |         |

Paid Parking: \$125 (Reserved Gar/Encl) to \$200 (Tandem Space) per month.

**Amenities**

| Unit               | Appliance         | Common            |
|--------------------|-------------------|-------------------|
| Carpeting          | Disposal          | Business Center   |
| Wood Floors        | Dishwasher        | Party/Social Room |
| 9' Ceiling         | Microwave         | Extra Storage     |
| Window Blinds      | Range - Gas       | Pets Allowed      |
| Patio/Balcony/Deck | Refrigerator      | <b>Parking</b>    |
|                    | Washer/Dryer Incl | Attached Garage   |
|                    | <b>Fitness</b>    | Tandem Space      |
|                    | Fitness Center    |                   |
|                    | Outdoor Pool      |                   |

**Trends**

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20164  | \$2.44     | 0.0%       | 93.0%   | \$2.44  |
| 20163  | \$2.43     | 0.0%       | 88.7%   | \$2.43  |
| 20162  | \$2.40     | 8.3%       | 75.7%   | \$2.20  |
| 20161  | \$2.44     | 8.3%       | 65.2%   | \$2.23  |
| 20154  | \$2.44     | 8.3%       | 44.3%   | \$2.23  |
| 20153  | \$2.32     | 8.3%       | 21.7%   | \$2.13  |

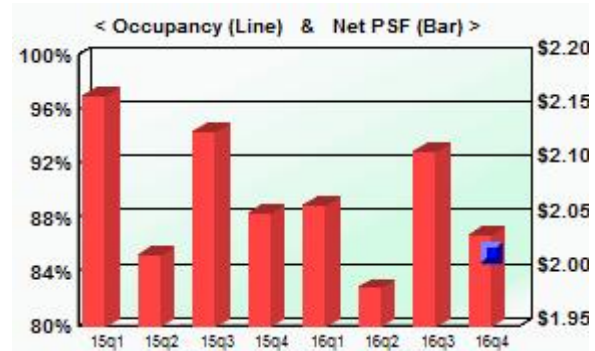
**Notes:** Leasing began July 2015. Occupancy began Oct 2015. High-end finishes. SS appl, tile backsplash, 42" cabs.**Greystar**

**Reserve at Glenview (Comparable 13)**

195 N Waukegan Rd  
Glenview, Cook County, IL 60025

**North Shore**

Class: A, Market Rate  
ID: 1396; YrQtr: 20164



| Utility Description            | L | T | Service   | L | T |
|--------------------------------|---|---|-----------|---|---|
| Lights                         | ✓ |   | Trash     | ✓ |   |
| Electric Forced Air Heat       | ✓ |   | Water     | ✓ |   |
| Unit Central AC                | ✓ |   | Cable TV  | ✓ |   |
| L=Landlord pays, T=Tenant pays |   |   | Broadband | ✓ |   |

**Physical Profile**

Units: **239**  
Avg Unit SF: **1,013**  
Built: **2015**  
Renovated: **na**

**Economic Profile**

Occupancy: **85.4%**  
Quoted Rent: **\$2.30**  
Concessions: **11.8%**  
Effective Rent: **\$2.03**

| Unit Description                              | Units | Pct   | Sq Ft | Quoted Rent |        |         |            | Net Effective Rent |        |         |
|-----------------------------------------------|-------|-------|-------|-------------|--------|---------|------------|--------------------|--------|---------|
|                                               |       |       |       | Rent        | PSF    | PSF Avg | Concession | Rent               | PSF    | PSF Avg |
| Studio                                        | 6     | 2.5%  | 630   | \$1,620     | \$2.57 | \$2.59  | 0.0%       | \$1,620            | \$2.57 | \$2.59  |
| 1.0 Bath                                      |       |       | 630   | \$1,645     | \$2.61 |         |            | \$1,645            | \$2.61 |         |
| One Bedroom                                   | 103   | 43.1% | 750   | \$1,840     | \$2.45 | \$2.42  | 8.3%       | \$1,687            | \$2.25 | \$2.22  |
| 1.0 Bath                                      |       |       | 810   | \$1,940     | \$2.40 |         |            | \$1,778            | \$2.20 |         |
| One Bedroom + Den                             | 18    | 7.5%  | 964   | \$2,185     | \$2.27 | \$2.32  | 8.3%       | \$2,003            | \$2.08 | \$2.13  |
| 1.0 Bath                                      |       |       | 964   | \$2,285     | \$2.37 |         |            | \$2,095            | \$2.17 |         |
| Two Bedroom                                   | 76    | 31.8% | 1,105 | \$2,470     | \$2.24 | \$2.20  | 20.8%      | \$1,955            | \$1.77 | \$1.74  |
| 2.0 Bath                                      |       |       | 1,271 | \$2,755     | \$2.17 |         |            | \$2,181            | \$1.72 |         |
| • Concessions also include a \$1500 gift card |       |       |       |             |        |         |            |                    |        |         |
| Three Bedroom                                 | 36    | 15.1% | 1,385 | \$3,120     | \$2.25 | \$2.28  | 4.2%       | \$2,990            | \$2.16 | \$2.18  |
| 2.0 Bath                                      |       |       | 1,407 | \$3,245     | \$2.31 |         |            | \$3,110            | \$2.21 |         |

Paid Parking: \$75 (Reserved Gar/Encl) to \$125 (Reserved Gar/Encl) per month.

**Amenities**

| Unit               | Appliance        | Common            |
|--------------------|------------------|-------------------|
| Wood Floors        | Disposal         | Business Center   |
| 9' Ceiling         | Dishwasher       | Party/Social Room |
| Window Blinds      | Microwave        | Extra Storage     |
| Patio/Balcony/Deck | Range - Gas      | Pets Allowed      |
|                    | Refrigerator     | Grilling Area     |
|                    | WasherDryer Incl | Dog Run           |
|                    | <b>Fitness</b>   |                   |
|                    | Fitness Center   |                   |
|                    | Outdoor Pool     |                   |
|                    | Playground       |                   |

**Trends**

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20164  | \$2.30     | 11.8%      | 85.4%   | \$2.03  |
| 20163  | \$2.30     | 8.2%       | 79.5%   | \$2.11  |
| 20162  | \$2.23     | 10.8%      | 71.1%   | \$1.99  |
| 20161  | \$2.31     | 10.7%      | 61.9%   | \$2.06  |
| 20154  | \$2.24     | 8.3%       | 43.1%   | \$2.05  |
| 20153  | \$2.15     | 1.2%       | 36.0%   | \$2.13  |
| 20152  | \$2.38     | 15.4%      | 18.0%   | \$2.02  |
| 20151  | \$2.34     | 7.7%       | 4.6%    | \$2.16  |

**Notes:** In Feb. 2015, there was a trailer opened on site. Occupancy began in May, 2015.  
Located in a shopping center with a Mariano's Supermarket.

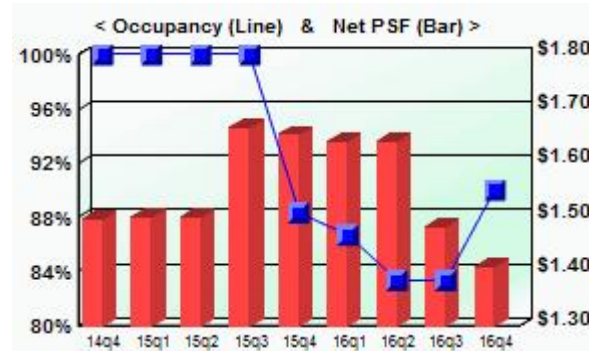
**Atlantic Realty**

**River 595 (Comparable 14)**

595 S River Rd  
Des Plaines, Cook County, IL 60016

**Cook County-Northwest**

Class: A, Market Rate  
ID: 996; YrQtr: 20164



| Utility Description            | L | T | Service   | L | T |
|--------------------------------|---|---|-----------|---|---|
| Lights                         | ✓ |   | Trash     | ✓ |   |
| Gas Hot Water Heat             | ✓ |   | Water     | ✓ |   |
| Unit Central AC                | ✓ |   | Cable TV  | ✓ |   |
| L=Landlord pays, T=Tenant pays |   |   | Broadband | ✓ |   |

**Physical Profile**

Units: **60**  
Avg Unit SF: **1,397**  
Built: **2011**  
Renovated: **na**

**Economic Profile**

Occupancy: **90.0%**  
Quoted Rent: **\$1.66**  
Concessions: **15.4%**  
Effective Rent: **\$1.41**

| Unit Description              | Units | Pct   | Sq Ft | Quoted Rent |        |         |  | Concession | Net Effective Rent |        |         |
|-------------------------------|-------|-------|-------|-------------|--------|---------|--|------------|--------------------|--------|---------|
|                               |       |       |       | Rent        | PSF    | PSF Avg |  |            | Rent               | PSF    | PSF Avg |
| One Bedroom<br>1.0 Bath       | 5     | 8.3%  | 860   | \$1,829     | \$2.13 | \$2.18  |  | 15.4%      | \$1,548            | \$1.80 | \$1.85  |
|                               |       |       | 860   | \$1,929     | \$2.24 |         |  |            | \$1,632            | \$1.90 |         |
| Two Bedroom<br>2.0 Bath       | 5     | 8.3%  | 1,325 | \$2,209     | \$1.67 | \$1.68  |  | 15.4%      | \$1,869            | \$1.41 | \$1.42  |
|                               |       |       | 1,325 | \$2,249     | \$1.70 |         |  |            | \$1,903            | \$1.44 |         |
| Two Bedroom + Den<br>2.0 Bath | 30    | 50.0% | 1,390 | \$2,269     | \$1.63 | \$1.65  |  | 15.4%      | \$1,920            | \$1.38 | \$1.39  |
|                               |       |       | 1,390 | \$2,309     | \$1.66 |         |  |            | \$1,954            | \$1.41 |         |
| • Type B                      |       |       |       |             |        |         |  |            |                    |        |         |
| Two Bedroom + Den<br>2.0 Bath | 10    | 16.7% | 1,480 | \$2,379     | \$1.61 | \$1.62  |  | 15.4%      | \$2,013            | \$1.36 | \$1.37  |
|                               |       |       | 1,480 | \$2,419     | \$1.63 |         |  |            | \$2,047            | \$1.38 |         |
| • Type A                      |       |       |       |             |        |         |  |            |                    |        |         |
| Two Bedroom + Den<br>2.0 Bath | 5     | 8.3%  | 1,620 | \$2,569     | \$1.59 | \$1.60  |  | 15.4%      | \$2,174            | \$1.34 | \$1.35  |
|                               |       |       | 1,620 | \$2,609     | \$1.61 |         |  |            | \$2,208            | \$1.36 |         |
| • Type D                      |       |       |       |             |        |         |  |            |                    |        |         |
| Two Bedroom + Den<br>2.0 Bath | 5     | 8.3%  | 1,660 | \$2,649     | \$1.60 | \$1.61  |  | 15.4%      | \$2,241            | \$1.35 | \$1.36  |
|                               |       |       | 1,660 | \$2,689     | \$1.62 |         |  |            | \$2,275            | \$1.37 |         |
| • Type C                      |       |       |       |             |        |         |  |            |                    |        |         |

Paid Parking: \$65 (Self-Park Gar/Encl) per month. Free parking available.

**Amenities**

| Unit               | Appliance      | Common             |
|--------------------|----------------|--------------------|
| Carpeting          | Dishwasher     | Business Center    |
| Window Blinds      | Microwave      | Party/Social Room  |
| Granite Counters   | Range          | Extra Storage      |
| Granite Islands    | Refrigerator   | <b>Parking</b>     |
| Patio/Balcony/Deck | <b>Fitness</b> | Self-Park Gar/Encl |
|                    | Fitness Center |                    |

**Trends**

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20164  | \$1.66     | 15.4%      | 90.0%   | \$1.41  |
| 20163  | \$1.62     | 8.3%       | 83.3%   | \$1.48  |
| 20162  | \$1.64     | 0.0%       | 83.3%   | \$1.64  |
| 20161  | \$1.64     | 0.0%       | 86.7%   | \$1.64  |
| 20154  | \$1.66     | 0.6%       | 88.3%   | \$1.65  |
| 20153  | \$1.67     | 0.0%       | 100.0%  | \$1.67  |
| 20152  | \$1.50     | 0.0%       | 100.0%  | \$1.50  |
| 20151  | \$1.50     | 0.0%       | 100.0%  | \$1.50  |
| 20144  | \$1.50     | 0.0%       | 100.0%  | \$1.50  |

**Notes:** Opened 3/11. Landlord bills back gas, sewer and trash.

**Morningside Group**

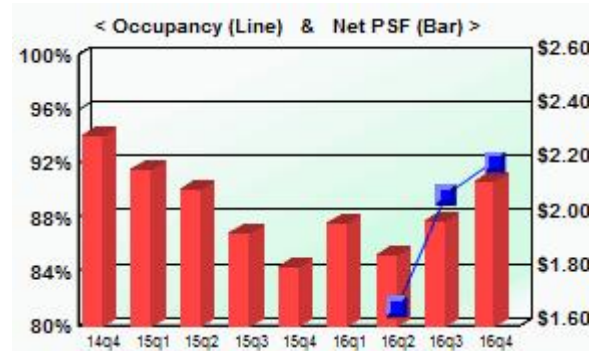


**Tapestry Glenview (Comparable 15)**

Waterview Dr  
Glenview, Cook County, IL 60062

**North Shore**

Class: A, Market Rate  
ID: 1341; YrQtr: 20164



| Utility Description            | L | T | Service   | L | T |
|--------------------------------|---|---|-----------|---|---|
| Lights                         |   | ✓ | Trash     |   | ✓ |
| Gas Forced Air Heat            |   | ✓ | Water     |   | ✓ |
| Unit Central AC                |   | ✓ | Cable TV  |   | ✓ |
| L=Landlord pays, T=Tenant pays |   |   | Broadband |   | ✓ |

**Physical Profile**

Units: **290**  
Avg Unit SF: **887**  
Built: **2014**  
Renovated: **na**

**Economic Profile**

Occupancy: **92.1%**  
Quoted Rent: **\$2.22**  
Concessions: **3.8%**  
Effective Rent: **\$2.14**

| Unit Description                                                    | Units | Pct   | Sq Ft | Quoted Rent |        |         |  | Concession | Net Effective Rent |        |         |
|---------------------------------------------------------------------|-------|-------|-------|-------------|--------|---------|--|------------|--------------------|--------|---------|
|                                                                     |       |       |       | Rent        | PSF    | PSF Avg |  |            | Rent               | PSF    | PSF Avg |
| Studio<br>1.0 Bath<br>• Free parking for length of lease            | 29    | 10.0% | 599   | \$1,400     | \$2.34 | \$2.50  |  | 0.0%       | \$1,400            | \$2.34 | \$2.50  |
|                                                                     |       |       | 599   | \$1,600     | \$2.67 |         |  |            | \$1,600            | \$2.67 |         |
| One Bedroom<br>1.0 Bath<br>• Free parking for length of lease       | 80    | 27.6% | 715   | \$1,635     | \$2.29 | \$2.29  |  | 0.0%       | \$1,635            | \$2.29 | \$2.29  |
|                                                                     |       |       | 715   | \$1,635     | \$2.29 |         |  |            | \$1,635            | \$2.29 |         |
| One Bedroom<br>1.0 Bath<br>• Free parking for length of lease       | 56    | 19.3% | 822   | \$1,995     | \$2.43 | \$2.43  |  | 0.0%       | \$1,995            | \$2.43 | \$2.43  |
|                                                                     |       |       | 822   | \$1,995     | \$2.43 |         |  |            | \$1,995            | \$2.43 |         |
| One Bedroom + Den<br>1.0 Bath<br>• Free parking for length of lease | 12    | 4.1%  | 1,019 | \$2,025     | \$1.99 | \$2.05  |  | 0.0%       | \$2,025            | \$1.99 | \$2.05  |
|                                                                     |       |       | 1,019 | \$2,150     | \$2.11 |         |  |            | \$2,150            | \$2.11 |         |
| Two Bedroom<br>2.0 Bath                                             | 84    | 29.0% | 1,064 | \$2,150     | \$2.02 | \$2.07  |  | 8.3%       | \$1,971            | \$1.85 | \$1.90  |
|                                                                     |       |       | 1,064 | \$2,255     | \$2.12 |         |  |            | \$2,067            | \$1.94 |         |
| Two Bedroom<br>2.0 Bath                                             | 29    | 10.0% | 1,212 | \$2,515     | \$2.08 | \$2.14  |  | 8.3%       | \$2,305            | \$1.90 | \$1.96  |
|                                                                     |       |       | 1,212 | \$2,665     | \$2.20 |         |  |            | \$2,443            | \$2.02 |         |

Paid Parking: \$60 (Reserved Gar/Encl) per month.

**Amenities**

| Unit               | Appliance      | Common            |
|--------------------|----------------|-------------------|
| Carpeting          | Disposal       | Business Center   |
| Wood Floors        | Dishwasher     | Party/Social Room |
| 9' Ceiling         | Microwave      | Pets Allowed      |
| Patio/Balcony/Deck | Range - Gas    | <b>Parking</b>    |
|                    | Refrigerator   | Attached Garage   |
|                    | <b>Fitness</b> |                   |
|                    | Fitness Center |                   |
|                    | Outdoor Pool   |                   |

**Trends**

| Yr-Qtr | Quoted PSF | Concession | Occup % | Net PSF |
|--------|------------|------------|---------|---------|
| 20164  | \$2.22     | 3.8%       | 92.1%   | \$2.14  |
| 20163  | \$2.24     | 11.4%      | 89.7%   | \$1.98  |
| 20162  | \$2.24     | 16.7%      | 81.4%   | \$1.86  |
| 20161  | \$2.16     | 8.3%       | 73.4%   | \$1.98  |
| 20154  | \$1.98     | 8.3%       | 66.9%   | \$1.82  |
| 20153  | \$2.03     | 4.2%       | 57.9%   | \$1.94  |
| 20152  | \$2.24     | 6.3%       | 46.6%   | \$2.10  |
| 20151  | \$2.27     | 4.2%       | 26.9%   | \$2.18  |
| 20144  | \$2.30     | 0.0%       | 14.1%   | \$2.30  |

**Notes:** Construction was completed April 2015. Occupancy began 10/10/14. Parking includes reserved covered (\$75) and uncovered spaces (25).

**LMC Living**

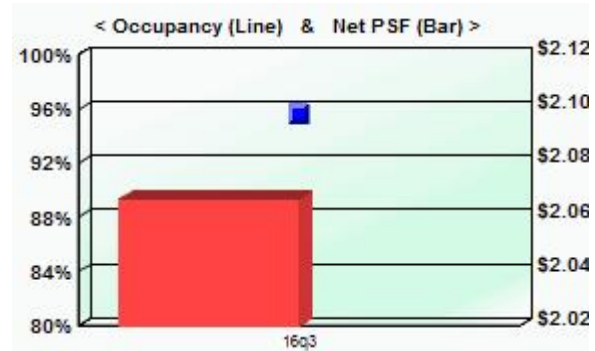


**The Parker (Comparable 16)**

500 N Northwest Hwy  
Park Ridge, Cook County, IL 60068

**North Shore**

Class: A, Market Rate  
ID: 1587; YrQtr: 20163



| <u>Utility Description</u>     | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|--------------------------------|----------|----------|----------------|----------|----------|
| Lights                         | ✓        |          | Trash          | ✓        |          |
| Gas Forced Air Heat            | ✓        |          | Water          | ✓        |          |
| Unit Central AC                | ✓        |          | Cable TV       | ✓        |          |
| L=Landlord pays, T=Tenant pays |          |          | Broadband      | ✓        |          |

Physical Profile

Units: **46**  
Avg Unit SF: **1,206**  
Built: **2016**  
Renovated: **na**

Economic Profile

Occupancy: **95.7%**  
Quoted Rent: **\$2.07**  
Concessions: **0.0%**  
Effective Rent: **\$2.07**

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |            |                |                   | <u>Net Effective Rent</u> |            |                |
|-------------------------|--------------|------------|--------------|--------------------|------------|----------------|-------------------|---------------------------|------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u> | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u> | <u>PSF Avg</u> |
| Two Bedroom<br>2.0 Bath | 1            | 2.2%       | 1,075        | \$2,400            | \$2.23     | \$2.23         | 0.0%              | \$2,400                   | \$2.23     | \$2.23         |
|                         |              |            | 1,075        | \$2,400            | \$2.23     |                |                   | \$2,400                   | \$2.23     |                |
| Two Bedroom<br>2.0 Bath | 42           | 91.3%      | 1,200        | \$2,465            | \$2.05     | \$2.05         | 0.0%              | \$2,465                   | \$2.05     | \$2.05         |
|                         |              |            | 1,200        | \$2,465            | \$2.05     |                |                   | \$2,465                   | \$2.05     |                |
| Two Bedroom<br>2.0 Bath | 3            | 6.5%       | 1,325        | \$2,600            | \$1.96     | \$2.18         | 0.0%              | \$2,600                   | \$1.96     | \$2.18         |
|                         |              |            | 1,335        | \$3,200            | \$2.40     |                |                   | \$3,200                   | \$2.40     |                |

Paid Parking: \$65 (Detached Garage) per month.

Amenities

| <u>Unit</u>          | <u>Appliance</u> | <u>Common</u>    |
|----------------------|------------------|------------------|
| Vinyl Plank Floors   | Disposal         | Pets Allowed     |
| 9' Ceiling           | Dishwasher       | Grilling Area    |
| Smooth Ceiling       | Microwave        | Dog Run          |
| Window Roller Shades | Range - Gas      | Pet Wash Station |
| Quartz Counters      | Refrigerator     | <b>Parking</b>   |
| Undermount Sinks     | WasherDryer Incl | Surface Parking  |
| Patio/Balcony/Deck   | <b>Fitness</b>   | Detached Garage  |
| Fireplace            | Fitness Center   |                  |
|                      | Bike Storage     |                  |

Trends

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20163         | \$2.07            | 0.0%              | 95.7%          | \$2.07         |

**Notes:** Occupancy began 04/2016. RUBS Participant. 3rd Floor units have fireplaces. One surface parking space with rent.

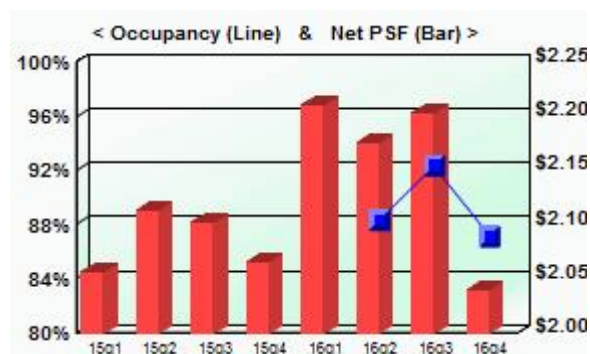
**Laramar**

**Woodview (Comparable 17)**

15 Parkway North Blvd  
Deerfield, Lake County, IL 60015

**North Shore**

Class: A, Market Rate  
ID: 1397; YrQtr: 20164



| <u>Utility Description</u>     | <u>L</u> | <u>T</u> | <u>Service</u> | <u>L</u> | <u>T</u> |
|--------------------------------|----------|----------|----------------|----------|----------|
| Lights                         | ✓        |          | Trash          | ✓        |          |
| Gas Forced Air Heat            | ✓        |          | Water          | ✓        |          |
| Unit Central AC                | ✓        |          | Cable TV       | ✓        |          |
| L=Landlord pays, T=Tenant pays |          |          | Broadband      | ✓        |          |

**Physical Profile**

Units: **248**  
Avg Unit SF: **965**  
Built: **2015**  
Renovated: **na**

**Economic Profile**

Occupancy: **87.1%**  
Quoted Rent: **\$2.43**  
Concessions: **15.9%**  
Effective Rent: **\$2.04**

| <u>Unit Description</u> | <u>Units</u> | <u>Pct</u> | <u>Sq Ft</u> | <u>Quoted Rent</u> |            |                |                   | <u>Net Effective Rent</u> |            |                |
|-------------------------|--------------|------------|--------------|--------------------|------------|----------------|-------------------|---------------------------|------------|----------------|
|                         |              |            |              | <u>Rent</u>        | <u>PSF</u> | <u>PSF Avg</u> | <u>Concession</u> | <u>Rent</u>               | <u>PSF</u> | <u>PSF Avg</u> |
| Studio                  | 13           | 5.2%       | 525          | \$1,695            | \$3.23     | \$3.00         | 4.2%              | \$1,624                   | \$3.09     | \$2.88         |
| 1.0 Bath                |              |            | 611          | \$1,695            | \$2.77     |                |                   | \$1,624                   | \$2.66     |                |
| One Bedroom             | 117          | 47.2%      | 659          | \$1,728            | \$2.62     | \$2.44         | 16.7%             | \$1,440                   | \$2.19     | \$2.03         |
| 1.0 Bath                |              |            | 1,005        | \$2,261            | \$2.25     |                |                   | \$1,884                   | \$1.87     |                |
| Two Bedroom             | 115          | 46.4%      | 958          | \$2,425            | \$2.53     | \$2.43         | 16.7%             | \$2,021                   | \$2.11     | \$2.03         |
| 2.0 Bath                |              |            | 1,315        | \$3,075            | \$2.34     |                |                   | \$2,563                   | \$1.95     |                |
| Three Bedroom           | 3            | 1.2%       | 1,328        | \$3,085            | \$2.32     | \$2.34         | 0.0%              | \$3,085                   | \$2.32     | \$2.34         |
| 2.0 Bath                |              |            | 1,328        | \$3,135            | \$2.36     |                |                   | \$3,135                   | \$2.36     |                |
| ● None Available        |              |            |              |                    |            |                |                   |                           |            |                |

Paid Parking: \$75 (Reserved Gar/Encl) to \$125 (Reserved Gar/Encl) per month.

**Amenities**

| <u>Unit</u>        | <u>Appliance</u> | <u>Common</u>        |
|--------------------|------------------|----------------------|
| Carpeting          | Disposal         | Business Center      |
| Vinyl Plank Floors | Dishwasher       | Movie Theater Rm     |
| 9' Ceiling         | Microwave        | Party/Social Room    |
| Smooth Ceiling     | Range - Gas      | Pets Allowed         |
| Window Blinds      | Refrigerator     | Fire Pit             |
| Quartz Counters    | WasherDryer Incl | Grilling Area        |
| Tile Backsplash    | <b>Fitness</b>   | Car Charging Station |
| Undermount Sinks   | Fitness Center   | Dog Run              |
| Patio/Balcony/Deck | Outdoor Pool     | Pet Wash Station     |
|                    | Bike Storage     | <b>Parking</b>       |
|                    |                  | Attached Garage      |

**Trends**

| <u>Yr-Qtr</u> | <u>Quoted PSF</u> | <u>Concession</u> | <u>Occup %</u> | <u>Net PSF</u> |
|---------------|-------------------|-------------------|----------------|----------------|
| 20164         | \$2.43            | 15.9%             | 87.1%          | \$2.04         |
| 20163         | \$2.39            | 7.7%              | 92.3%          | \$2.20         |
| 20162         | \$2.36            | 7.7%              | 88.3%          | \$2.18         |
| 20161         | \$2.40            | 7.7%              | 71.0%          | \$2.21         |
| 20154         | \$2.24            | 7.7%              | 56.0%          | \$2.07         |
| 20153         | \$2.29            | 8.3%              | 50.8%          | \$2.10         |
| 20152         | \$2.30            | 8.2%              | 31.0%          | \$2.11         |
| 20151         | \$2.24            | 8.3%              | 5.2%           | \$2.06         |

**Notes:** Leasing began Jan. 2015. Occupancy began in June, 2015. Developed by Conor Commercial Real Estate and Ravine Park Partners. Construction completed at the end of Oct, 2015.

**Lincoln Property**

## **LEASE-UP SURVEY**

We have surveyed the market in order to determine the lease-up rates which have been achieved in newly constructed rental buildings in the Suburban Chicago market. Because of the extremely limited amount of new rental apartment construction in the suburban market during the recent past, our survey of absorption rates includes properties which have been completed since 2004. This is summarized below:

## Suburban Apartment Lease-up Survey as of 4Q 2016

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|                                     |                   |                   | Leasing |           | Total |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      | Average   |        | %           |  |
|-------------------------------------|-------------------|-------------------|---------|-----------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----------|--------|-------------|--|
| Name                                | Suburb            | Submarket         | Began   | Delivered | Units | 1Q13 | 2Q13 | 3Q13 | 4Q13 | 1Q14 | 2Q14 | 3Q14 | 4Q14 | 1Q15 | 2Q15 | 3Q15 | 4Q15 | 1Q16 | 2Q16 | 3Q16 | 4Q16 | Leased/MO | Leased | Status      |  |
| Stabilized                          |                   |                   |         |           |       |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |           |        |             |  |
| The Springs at 127th                | Plainfield        | Will              | 1Q2013  | Feb-13    | 340   | 102  | 79   | 18   | 56   | 44   | 28   |      |      |      |      |      |      |      |      |      |      | 18        |        | Stabilized  |  |
| Amli Evanston                       | Evanston          | North Shore       | 1Q 2013 | Mar-13    | 195   | 22   | 29   | 36   | 31   | 34   | 25   |      |      |      |      |      |      |      |      |      |      | 10        |        | Stabilized  |  |
| 1717                                | Evanston          | North Shore       | 1Q 2013 | Mar-13    | 175   | 5    | 101  | 33   | 8    | 22   |      |      |      |      |      |      |      |      |      |      |      | 11        |        | Stabilized  |  |
| Ninety7Fifty on the Park            | Orland Park       | South Cook        | 2Q 2013 | Apr-13    | 295   |      | 97   | 86   | 24   | 38   | 30   |      |      |      |      |      |      |      |      |      |      | 18        |        | Stabilized  |  |
| Randall Highlands                   | North Aurora      | Kane              | 2Q 2013 | Apr-13    | 146   |      | 11   | 34   | 32   | 25   | 37   |      |      |      |      |      |      |      |      |      |      | 9         |        | Stabilized  |  |
| Algonquin Square                    | Algonquin         | Kane              | 2Q 2013 | Jun-13    | 220   |      | 15   | 21   | 70   | 61   | 49   |      |      |      |      |      |      |      |      |      |      | 14        |        | Stabilized  |  |
| Central Station                     | Evanston          | North Shore       | 2Q 2013 | Sep-13    | 80    |      |      | 6    | 22   | 11   | 17   | 16   |      |      |      |      |      |      |      |      |      | 5         |        | Stabilized  |  |
| Avant at the Arboretum              | Lisle             | DuPage            | 3Q 2013 | Sep-13    | 310   |      |      | 31   | 36   | 66   | 28   | 56   | 27   | 36   | 15   |      |      |      |      |      |      | 12        |        | Stabilized  |  |
| Wheaton 121                         | Wheaton           | DuPage            | 3Q 2013 | Sep-13    | 306   |      |      | 76   | 138  | 0    | 31   | 15   | 18   | 3    |      |      |      |      |      |      |      | 13        |        | Stabilized  |  |
| Tapestry Naperville                 | Naperville        | Naperville/Aurora | 2Q 2014 | Apr-14    | 298   |      |      |      |      |      | 87   | 44   | 14   | 29   | 55   | 19   | 28   |      |      |      |      | 13        |        | Stabilized  |  |
| One Arlington                       | Arlington Heights | Cook NW           | 3Q 2014 | Sep-14    | 214   |      |      |      |      |      |      | 30   | 21   | 10   | 64   | 39   | 22   | 15   |      |      |      | 10        |        | Stabilized  |  |
| Tapestry Glenview                   | Glenview          | North Shore       | 3Q 2014 | Sep-14    | 290   |      |      |      |      |      |      | 20   | 21   | 37   | 57   | 33   | 26   | 19   | 23   | 24   |      | 10        |        | Stabilized  |  |
| Midtown Square                      | Glenview          | North Shore       | 4Q 2014 | Dec-14    | 138   |      |      |      |      |      |      |      | 28   | 34   | 35   | 30   |      |      |      |      |      | 11        |        | Stabilized  |  |
| E2                                  | Evanston          | North Shore       | 1Q 2015 | Mar-15    | 356   |      |      |      |      |      |      |      |      | 146  | 139  | 11   | 27   | 18   |      |      |      | 23        |        | Stabilized  |  |
| Woodview                            | Deerfield         | North Shore       | 1Q 2015 | Jun-15    | 248   |      |      |      |      |      |      |      |      |      | 77   | 49   | 13   | 37   | 43   | 10   |      | 13        |        | Stabilized  |  |
| Park 205                            | Park Ridge        | Cook NW           | 3Q 2015 | Oct-15    | 115   |      |      |      |      |      |      |      |      |      |      | 25   | 26   | 24   | 12   | 15   |      | 7         |        | Stabilized  |  |
| Oaks of Vernon Hills                | Vernon Hills      | Lake              | 3Q 2014 | Sep-14    | 336   |      |      |      |      |      |      | 49   | 8    | 78   | 49   | 72   | 0    | -8   | 34   | 22   |      | 11        |        | Stabilized  |  |
| In lease-up                         |                   |                   |         |           |       |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |           |        |             |  |
| Reserve at Glenview                 | Glenview          | North Shore       | 1Q 2015 | May-15    | 239   |      |      |      |      |      |      |      |      |      | 43   | 43   | 17   | 45   | 22   | 20   | 14   | 10        | 85%    | In lease-up |  |
| Amli Deerfield                      | Deerfield         | North Shore       | 2Q 2015 | Aug-15    | 240   |      |      |      |      |      |      |      |      |      |      | 54   | 12   | 37   | 35   | 10   | 10   | 9         | 66%    | In lease-up |  |
| Northgate Crossing                  | Wheeling          | Cook NW           | 4Q 2015 | Jan-16    | 288   |      |      |      |      |      |      |      |      |      |      |      |      | 40   | 41   | 35   | 35   | 13        | 52%    | In lease-up |  |
| Northshore 770                      | Northbrook        | North Shore       | 1Q 2016 | Jan-16    | 347   |      |      |      |      |      |      |      |      |      |      |      |      | 71   | 62   | 43   | 11   | 16        | 54%    | In lease-up |  |
| Courthouse Square                   | Wheaton           | DuPage            | 1Q 2016 | May-16    | 149   |      |      |      |      |      |      |      |      |      |      |      |      |      | 39   | 30   | 13   | 9         | 55%    | In lease-up |  |
| Orland Park Crossing                | Orland Park       | South Cook        | 1Q 2016 | May-16    | 231   |      |      |      |      |      |      |      |      |      |      |      |      | 40   | 59   | 35   | 39   | 14        | 75%    | In lease-up |  |
| Apex 41                             | Lombard           | DuPage            | 2Q 2016 | Oct-16    | 181   |      |      |      |      |      |      |      |      |      |      |      |      |      |      | 15   | 15   | 5         | 17%    | In lease-up |  |
| Elmhurst 255                        | Elmhurst          | DuPage            | 2Q 2016 | Oct-16    | 192   |      |      |      |      |      |      |      |      |      |      |      |      |      |      | 25   | 49   | 12        | 39%    | In lease-up |  |
| Springs at Weber Road               | Romeoville        | Will              | 2Q 2016 | Aug-16    | 292   |      |      |      |      |      |      |      |      |      |      |      |      |      |      | 44   | 80   | 21        | 42%    | In lease-up |  |
| The Main                            | Evanston          | North Shore       | 2Q 2016 | Oct-16    | 112   |      |      |      |      |      |      |      |      |      |      |      |      |      |      | 18   | 11   | 5         | 26%    | In lease-up |  |
| In pre-completion leasing           |                   |                   |         |           |       |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |           |        |             |  |
| 500 Station Blvd                    | Aurora            | Naperville/Aurora | 3Q 2015 | Dec-16    | 425   |      |      |      |      |      |      |      |      |      |      |      |      |      | 15   | 0    | 8    | 3         | 5%     | In lease-up |  |
| Metro 59                            | Aurora            | Naperville/Aurora | 2Q 2016 | Feb-17    | 232   |      |      |      |      |      |      |      |      |      |      |      |      |      | 5    | 4    | 7    | 2         | 7%     | In lease-up |  |
| Total                               |                   |                   |         |           |       | 129  | 332  | 341  | 417  | 301  | 332  | 230  | 137  | 373  | 534  | 375  | 171  | 338  | 390  | 350  | 292  |           |        |             |  |
| Avg/Bldg/Qtr                        |                   |                   |         |           |       | 43.0 | 55.3 | 37.9 | 46.3 | 33.4 | 36.9 | 32.9 | 19.6 | 46.6 | 59.3 | 37.5 | 19.0 | 30.7 | 32.5 | 21.9 | 24.3 |           |        |             |  |
| Avg Monthly Absorption Per Building |                   |                   |         |           |       | 14.3 | 18.4 | 12.6 | 15.4 | 11.1 | 12.3 | 11.0 | 6.5  | 15.5 | 19.8 | 12.5 | 6.3  | 10.2 | 10.8 | 7.3  | 8.1  |           |        |             |  |

Notes:

For absorption purposes, buildings are considered stabilized at 90% leased

Note: For absorption purposes, buildings are considered stabilized at 90% leased.

The survey is showing average monthly absorption rates ranging from 9 to 18 units per month over the past 3 ½ years. Some of the slower leasing properties had issues particularly pertaining to that property, such as challenging locations with poor visibility or issues of timing (opening during the recession). Also, seasonal issues can affect lease-up; for example, properties opening in the 3<sup>rd</sup> or 4<sup>th</sup> quarter start out more slowly and generally will not see a pickup in activity until the spring leasing season.

There are also two projects under construction that are considered in the subject's primary market area: North 680 and Buckingham Place. North 680 is located in Schaumburg on Algonquin near Quentin Road. This 192-unit development will include one and two bedroom units including two bedroom townhomes with private garages built into the first floor of the buildings. Pre-leasing is underway. It is across from Motorola's former Schaumburg campus. While the location has excellent access to the interstates and Schaumburg office campuses, it lacks the downtown location. This project is the first apartment development to be built in Schaumburg in 30 years.

In Des Plaines, Buckingham Place is under construction on the former Littlefuse site at 800 E. Northwest Highway. Construction began on this 5-story, 270-unit development in December 2016. The location is outside of the downtown boundaries and lacks the downtown appeal. While there are other units in the pipeline for future development, no other projects are currently under construction.

Northgate Crossing in Wheeling is the only other Northwest Cook property currently in lease-up. This property is expected to at stabilized levels when the subject would deliver.

Amli Deerfield, Elmhurst 255, Northshore 770, and Reserve at Glenview are also currently in lease-up. These projects are also expected to be close to or at stabilized levels by the time the subject starts leasing units.

Overall, we have projected the lease-up of the property at a pace of 10 to 12 units per month, achieving stabilized occupancy within approximately 7 to 9 months for an 86-unit development.



## Representative List of Property Types Appraised

Affordable Housing  
Air Pollution Control Facility  
Apartments  
Assisted Living Facilities  
Automobile Showrooms  
Commercial  
Condominiums  
Cooperative Apts.  
Corporate Headquarters  
Eleemosynary Prop.  
Garages

Historic/Landmark  
Land/Acreage  
Industrial  
Residential  
Loft Buildings  
Medical Centers  
Mobile Home Parks  
Motels/Hotels  
Nursing Homes  
Office Buildings  
Recreational Properties

Religious Institutions  
Restaurants  
Rights-of-Way  
Senior Housing  
Service Station Sites  
Shopping Centers/Malls  
Special Purpose Property  
Subdivisions  
Supermarkets  
Warehouses

### FEASIBILITY STUDIES

### MARKET RESEARCH

### HIGHEST AND BEST USE

## Representative List of Clients

### INVESTMENT AND MORTGAGE BANKERS/

#### PENSION FUND ADVISORS

American Realty Advisors  
Amerisphere  
Berkadia Commercial Mortgage  
Cambridge Realty Capital of Illinois  
Columbia National Real Estate Finance  
Cornerstone Real Estate Advisors  
Goldman Sachs  
Greystone  
Heitman  
Holliday Fenoglio Fowler  
Inland Mortgage Corp.  
JP Morgan  
Kensington Realty Advisors  
Love Funding  
NorthMarq Capital  
PNC Multifamily Mortgage  
Prairie Mortgage Company  
Principal Capital Real Estate Investors  
RREEF

### INSURANCE COMPANIES

Allstate  
John Hancock  
Manulife  
MetLife  
Nationwide Life  
New York Life  
Pacific Life  
Prudential  
State Farm  
Union Labor Life

### BANKS

American Chartered Bank  
Associated Bank  
Bank Financial  
Bank of America  
Cole Taylor Bank  
Community Investment Corp.  
Bank Leumi  
Deutsche Bank  
Fifth Third  
First Bank  
First Midwest  
Great Bank  
BMO Harris Bank  
JP Morgan Chase Bank  
Key Bank  
Lakeside Bank  
MB Financial  
Northern Trust  
PNC Bank  
Popular Community Bank  
The Private Bank  
US Bank  
Wells Fargo  
Wintrust Financial Corp.  
TCF National Bank

### ATTORNEYS

Arnstein & Lehr  
DLA Piper  
Freeborn & Peters  
Mayer Brown  
McDermott Will & Emery  
Neal & Leroy  
Rinella & Rinella  
Shefsky & Froelich/Taft  
Stafford Rosenbaum LLP

### GOVERNMENT BODIES/ORGANIZATIONS

American Medical Association  
Boy Scouts of America  
Federal Deposit Ins. Corporation  
Illinois Housing Development Authority  
Internal Revenue Service  
Mercy Housing  
National Association of Realtors  
Northwestern University  
Office of the Comptroller of the Currency  
U.S. Air Force  
U.S. Army Corps of Engineers  
U.S. Department of Housing & Urban Development  
U.S. General Services Administration  
U.S. Navy  
University of Chicago

### REAL ESTATE ORGANIZATIONS

AIMCO  
AMLI  
Avalon Bay  
Draper & Kramer  
Golub & Company  
Hines  
Jones Lang LaSalle  
Jupiter Realty Corp.  
Lennar  
Lincoln Property  
Magellan Development Group  
Moran & Co  
Morningside  
Marquette Companies  
Newcastle Limited  
Opus Development  
Related Midwest  
The Fifield Companies  
The Habitat Company  
The John Buck Company  
Trammel Crow  
Village Green Companies  
Waterton Residential  
Westfield Corporation

## QUALIFICATIONS OF GAIL LISSNER, CRE, SRA

### PROFESSIONAL EXPERIENCE:

Vice President and Appraiser for Appraisal Research Counselors.

### EDUCATION:

Bachelor of Arts from Washington University, 1972. Phi Beta Kappa, 1972.

### STATE OF ILLINOIS:

Certified General Real Estate Appraiser  
Licensed Real Estate Managing Broker

THE COUNSELORS OF REAL ESTATE: CRE Designation

APPRAISAL INSTITUTE: SRA Certificate #2049, Currently Certified.

LAMBDA ALPHA INTERNATIONAL: Member of the Honorary Land Economics Society. Ely Chapter. Initiated in 2000.

**FEATURED SPEAKER:** Many speaking engagements pertaining to the housing market, with multiple appearances before organizations such as the Realty Club, Chicago Real Estate Council (CREC), Chicago Association of Realtors, City of Chicago Chapter of the Home Builders Association of Greater Chicago, the Appraisal Institute Chicago Chapter, Chicago Mortgage Attorneys Association, Jewish United Fund Real Estate Division, the Illinois CPA Society, National Real Estate Investment Association (REIA), National Association of Real Estate Investment Managers (NAREIM), the Lincoln Park Builders of Chicago, the Counselors of Real Estate, Chicagoland Apartment Association, Private Bank, Citigroup, the Midwest Builders Conference, Roosevelt University, and University of Illinois at Chicago (UIC). Frequently quoted in both local and national media.

### PROFESSIONAL AFFILIATIONS:

Appraisal Institute (AI), Counselors of Real Estate (Secretary/Treasurer of the Midwest Chapter: 2009-2014), Realty Club of Chicago (Vice President: 2015/ President: 2016 Term), Lambda Alpha International, Chicago Real Estate Council (CREC), Commercial Real Estate Women (CREW), Real Estate Investment Association (REIA), North Shore Barrington Board of Realtors. Mentor for the Goldie B. Wolfe Miller Women Leaders in Real Estate Program at Roosevelt University 2008-2010. Named by **Crains Chicago Business** as one of the **Crains 20 Women to Watch 2008**.

### EXPERIENCE:

Overall experience includes appraisals and analytical studies of commercial, mixed-use, apartment, condominium, townhome and residential developments in addition to marketability and feasibility studies in a variety of new developments and existing projects.

Experience includes appraisals of various types of real estate with a primary focus on the Chicago metropolitan area but experience in other cities in the United States.

## **QUALIFICATIONS OF JENNIFER A. LONG**

### **PROFESSIONAL EXPERIENCE:**

Appraiser – Appraisal Research Counselors, Chicago, IL: 2003.

### **EDUCATION:**

Bachelor of Science Degree, Finance, University of Illinois, Urbana-Champaign, Illinois, 2003.

### **COURSES IN REAL ESTATE:**

#### **Appraisal Institute**

|                |                                                 |
|----------------|-------------------------------------------------|
| Course 110:    | Real Estate Appraisal Principles                |
| Course 120:    | Appraisal Procedures                            |
| Course 310:    | Basic Income Capitalization                     |
| Course 330:    | Apartment Appraisal: Concepts and Applications  |
| Course 410:    | Standards of Professional Practice USPAP        |
| Course 510:    | Advanced Income Capitalization                  |
| Course 520:    | Highest & Best Use and Market Analysis          |
| Course IL-VII: | General Appraiser Report Writing & Case Studies |
| Course:        | Advanced Concepts & Case Studies                |

### **STATE CERTIFICATIONS:**

Illinois Certified General Real Estate Appraiser

### **PROFESSIONAL AFFILIATIONS**

Candidate for Designation of the Appraisal Institute  
Member, University of Illinois Real Estate Alumni Forum  
Member, University of Illinois Alumni Association

### **EXPERIENCE:**

Extensive experience in the appraisal of a wide variety of commercial and mixed-use properties with a focus on multifamily projects, condominium developments, townhome developments and single family subdivisions. Properties appraised are primarily located in the Chicago Metropolitan Area. Reports have been completed for the purpose of mortgage financing, HUD financing, and internal planning. Vast experience in market studies for proposed condominium and multifamily properties. Clients have included major financial institutions, corporations, government institutions, and property owners and/or developers.



*Engineering,*

## **STORM DRAINAGE ANALYSIS**

**FOR**

**SIGWALT STREET APARTMENTS**

**37 S. CHESTNUT AVE.**

**ARLINGTON HEIGHTS, IL**

PREPARED FOR:

**CA VENTURES**

**130 E. RAMDOLPH STREET, SUITE 2100**

**CHICAGO, IL 60601**

**312-800-5370**

PREPARED BY:

# **RWG Engineering, LLC**

975 E. 22nd Street  
Wheaton, Illinois 60189  
(630) 774-9501

**JOB#291-127-16-301**

JULY 10, 2017

REVISION: August 16, 2017

REVISION: September 6, 2017

## *PROJECT & SITE DESCRIPTION*

### **FINAL ENGINEERING PLANS**

#### **Sigwalt Street Apartments**

**37 S. Chestnut Ave., Arlington Heights, Cook County, IL**

#### **Project Overview:**

The final engineering plans for Sigwalt Street Apartments include the development of a 0.909 acre site into a residential apartment building.

The proposed development is serviced by city water and sanitary sewer. The sanitary and watermain connections are both made along Sigwalt Street.

The entire 0.909 acre site has detention provided in the onsite StormTrap. Detention storage is calculated using village criteria since it is more restrictive than MWRD criteria. A release rate of 0.18 cfs/ac was used for the 100 year storm event. Runoff coefficients of 0.50 (pervious) and 0.95 (impervious) were used to calculate a composite "C" factor per village code. A minimum restrictor size of 2" was used.

VCBMP's are required by MWRD and are incorporated into the design for the entire project. A Soil Erosion and Sedimentation Control Plan is included with this phase of work and reflects perimeter silt fence and erosion control blanket. Erosion control measures are to be installed prior to commencement of demolition work and routinely augmented as work progresses.

#### **Original Existing Site Drainage Conditions:**

The existing 0.909 acre property is almost 100% pervious, covered by grass. Many years ago there was residential housing located on this property. It was demolished, and no previous development impervious area was taken into any calculations for this site.

Existing onsite storm sewer is present in the internal portion of the lot. This storm sewer will be removed and replaced with a proposed detention storage design.

#### **Proposed Site Drainage Conditions:**

The entire 0.909 acre parcel will be disturbed and undergo improvements with this project. All site runoff will be collected and delivered to an onsite storm water detention StormTrap. Storm



water detention, as previously stated, was calculated using Village of Arlington Heights criteria. Volume control requirements were calculated using MWRD criteria. In order to achieve volume control storage, a green roof and permeable pavers were added to the plans where possible. See below numbers as a summary to the enclosed calculations.

**Total Site "C" = 82**

**Required Detention Volume (Per Village Code) = 0.29 ac-ft**

**Provided Detention Volume (Per Village Code) = 0.29 ac-ft**

**Allowable Release Rate (Per Village Code) = 0.16 cfs (used to size detention)**

**Actual Release Rate (Per Village Code) = 0.27 cfs (with 2" restrictor)**

**Required Volume Control Storage (Per MWRD Ordinance) = 0.053 ac-ft**

**Provided Volume Control Storage (Per MWRD Ordinance) = in progress**

*(See attached calculations)*

## CALCULATION OF COMPOSITE RUN-OFF COEFFICIENT

|              |                    |
|--------------|--------------------|
| Designer:    | MRM                |
| Description: | SIGWALT APARTMENTS |

TOTAL PROJECT AREA 0.909 Ac.

### IMPERVIOUS AREA FOR TOTAL SITE

|                            |           |
|----------------------------|-----------|
| BUILDING - IMPERVIOUS ONLY | 0.606 Ac. |
| SIDEWALKS/PATIOS           | 0.026 Ac. |
|                            | <hr/>     |
|                            | 0.632 Ac. |

### PERVIOUS AREA FOR TOTAL SITE

|                  |           |
|------------------|-----------|
| GREEN ROOF       | 0.044 Ac. |
| PERMEABLE PAVERS | 0.014 Ac. |
| GREEN SPACE      | 0.219 Ac. |
|                  | <hr/>     |
|                  | 0.277 Ac. |

|                          |           |
|--------------------------|-----------|
| TOTAL SITE AREA          | 0.909 Ac. |
| IMPERVIOUS AREA          | 0.632 Ac. |
| PERCENTAGE OF IMPERVIOUS | 70 %      |

USE 70%

### WITH 35% IMPERVIOUS AREA:

|                           |        |
|---------------------------|--------|
| PERVIOUS = 30% @ 0.50 =   | 0.1500 |
| IMPERVIOUS = 70% @ 0.95 = | 0.6650 |
| COMPOSITE "C" =           | <hr/>  |
|                           | 0.815  |

|                            |      |
|----------------------------|------|
| TOTAL COMPOSITE "C" FACTOR | 0.82 |
|----------------------------|------|

# RWG ENGINEERING, LLC.

975 E. 22nd Street

Wheaton, IL 60189

(630) 774-9501

Detention Calculator  
Modified Rational Method

| TELEPHONE (630) 774-9501 |       |             | DESCRIPTION |               | MSD BASIN CALCULATION SHEETS                         |                                            |      |
|--------------------------|-------|-------------|-------------|---------------|------------------------------------------------------|--------------------------------------------|------|
|                          |       |             |             |               | Technical Bulletin 70 (7.58 in. - 100 Year Rainfall) |                                            |      |
| DURATION                 | TIME  | 100 YR. INT | INFLOW RATE | STORED RATE   | VOLUME                                               |                                            |      |
| (HOURS)                  | (MIN) | (IN/HR)     | (CFS)       | (CFS)         | (ACRE-FT)                                            |                                            |      |
| 0.50                     | 30    | 5.60        | 4.15        | 3.98          | 0.17                                                 | Area of site in acres:                     | 0.91 |
| 0.67                     | 40    | 4.92        | 3.64        | 3.48          | 0.19                                                 | Trapped water area in acres:               | 0.00 |
| 0.83                     | 50    | 4.24        | 3.14        | 2.98          | 0.21                                                 | Net area for release computation in acres: | 0.00 |
| 1.00                     | 60    | 3.56        | 2.64        | 2.47          | 0.21                                                 | Allowable release rate in CFS:             | 0.16 |
| 1.50                     | 90    | 2.90        | 2.15        | 1.98          | 0.25                                                 | Unrestricted release rate in CFS:          | 0.00 |
| 2.00                     | 120   | 2.24        | 1.66        | 1.50          | 0.25                                                 | Bypass release rate in CFS:                | 0.00 |
| 3.00                     | 180   | 1.62        | 1.20        | 1.04          | 0.26                                                 | Total allowable release in CFS:            | 0.16 |
| 4.00                     | 240   | 1.40        | 1.03        | 0.87          | 0.29                                                 | Developed runoff coefficient:              | 0.82 |
| 5.00                     | 300   | 1.17        | 0.87        | 0.71          | 0.29                                                 |                                            |      |
| 6.00                     | 360   | 0.95        | 0.70        | 0.54          | 0.27                                                 | Maximum volume in Acre-Ft =                | 0.29 |
| 7.00                     | 420   | 0.88        | 0.65        | 0.49          | 0.29                                                 |                                            |      |
| 8.00                     | 480   | 0.82        | 0.61        | 0.44          | 0.29                                                 | <===                                       |      |
| 9.00                     | 540   | 0.75        | 0.56        | 0.39          | 0.29                                                 |                                            |      |
| 10.00                    | 600   | 0.68        | 0.51        | 0.34          | 0.29                                                 |                                            |      |
| 11.00                    | 660   | 0.62        | 0.46        | 0.29          | 0.27                                                 |                                            |      |
| 12.00                    | 720   | 0.55        | 0.41        | 0.24          | 0.24                                                 |                                            |      |
| 13.00                    | 780   | 0.52        | 0.39        | 0.22          | 0.24                                                 |                                            |      |
| 14.00                    | 840   | 0.50        | 0.37        | 0.20          | 0.24                                                 |                                            |      |
| 15.00                    | 900   | 0.47        | 0.35        | 0.18          | 0.23                                                 |                                            |      |
| 16.00                    | 960   | 0.44        | 0.33        | 0.16          | 0.22                                                 |                                            |      |
| 17.00                    | 1020  | 0.42        | 0.31        | 0.14          | 0.20                                                 |                                            |      |
| 18.00                    | 1080  | 0.39        | 0.29        | 0.12          | 0.19                                                 |                                            |      |
| 19.00                    | 1140  | 0.38        | 0.28        | 0.12          | 0.18                                                 |                                            |      |
| 20.00                    | 1200  | 0.37        | 0.27        | 0.11          | 0.18                                                 |                                            |      |
| 21.00                    | 1260  | 0.36        | 0.26        | 0.10          | 0.17                                                 |                                            |      |
| 22.00                    | 1320  | 0.34        | 0.25        | 0.09          | 0.17                                                 |                                            |      |
| 23.00                    | 1380  | 0.33        | 0.25        | 0.08          | 0.16                                                 |                                            |      |
| 24.00                    | 1440  | 0.32        | 0.24        | 0.07          | 0.15                                                 |                                            |      |
|                          |       |             |             |               |                                                      |                                            |      |
|                          |       | % of site   | "C" Factor  | Composite "C" |                                                      |                                            |      |
| Open Water Area          |       | 0.00        | 1.00        | 0.00          |                                                      |                                            |      |
| Impervious Area          |       | 70.00       | 0.95        | 0.67          |                                                      |                                            |      |
| Pervious Area            |       | 30.00       | 0.50        | 0.15          |                                                      |                                            |      |
| Total :                  |       | 100.00      |             | 0.82          |                                                      |                                            |      |

# ORIFICE WORKSHEET

|             |                               |
|-------------|-------------------------------|
| Designer:   | MRM                           |
| Description | STORMTRAP- 100 YR. RESTRICTOR |

FLOWS ARE BASED ON THE FOLLOWING EQUATION:

$$Q = AC\sqrt{2gH}$$

Q = FLOW (cfs)  
A = AREA (sqr.ft.)  
C = Orifice Coefficient  
g = 32.2 ft/sec<sup>2</sup>  
H = Head (ft.)

## ORIFICE DATA:

|                           |                    |
|---------------------------|--------------------|
| Orifice diameter(inches)  | <b>2.00</b> inches |
| Orifice area(square feet) | 0.022 sqr. ft.     |
| Proposed invert elevation | <b>686.00</b> ft.  |
| Centerline of flow        | 686.08 ft          |
| Orifice coefficient       | <b>0.61</b>        |

Minimum size

## RATING TABLE:

| Water Elevation (ft.)* | Head (ft.) | Q (cfs) |
|------------------------|------------|---------|
| 686.00                 | (0.08)     | #NUM!   |
| 687.00                 | 0.92       | 0.10    |
| 688.00                 | 1.92       | 0.15    |
| 689.00                 | 2.92       | 0.18    |
| 690.00                 | 3.92       | 0.21    |
| 691.00                 | 4.92       | 0.24    |
| 692.00                 | 5.92       | 0.26    |
| 692.50                 | 6.42       | 0.27    |
| 693.50                 | 7.42       | 0.29    |
| 694.50                 | 8.42       | 0.31    |
| 695.50                 | 9.42       | 0.33    |
| 696.50                 | 10.42      | 0.34    |

\*\*HWL of Stormtrap\*\*

\*Water elevation must be higher than centerline of flow



Designer: **MRM**  
Description: **SIGWALT APARTMENTS**

**Description:** **SIGWALT APARTMENTS**

RUNOFF COEFF: 0.81

Downstream pipe from StormTrap:



# **Traffic Impact Study**

## **Proposed Sigwalt Street Apartment Development**

### **Arlington Heights, Illinois**



Prepared For:



Prepared By:



September 11, 2017

# 1. Introduction

This report summarizes the methodologies, results and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed apartment development to be located in Arlington Heights, Illinois. The site is located on the north side of Sigwalt Street and is bound by Highland Avenue on the east and Chestnut Avenue on the west. As proposed, the site will be developed with a five-story apartment building containing 88 units, and a parking garage with 110 parking spaces. Access to the first-floor parking spaces will be provided off Highland Avenue and access to the basement level parking spaces will be provided off Chestnut Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. Additionally, the adequacy of the proposed parking supply of the proposed development was also evaluated.

**Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following.

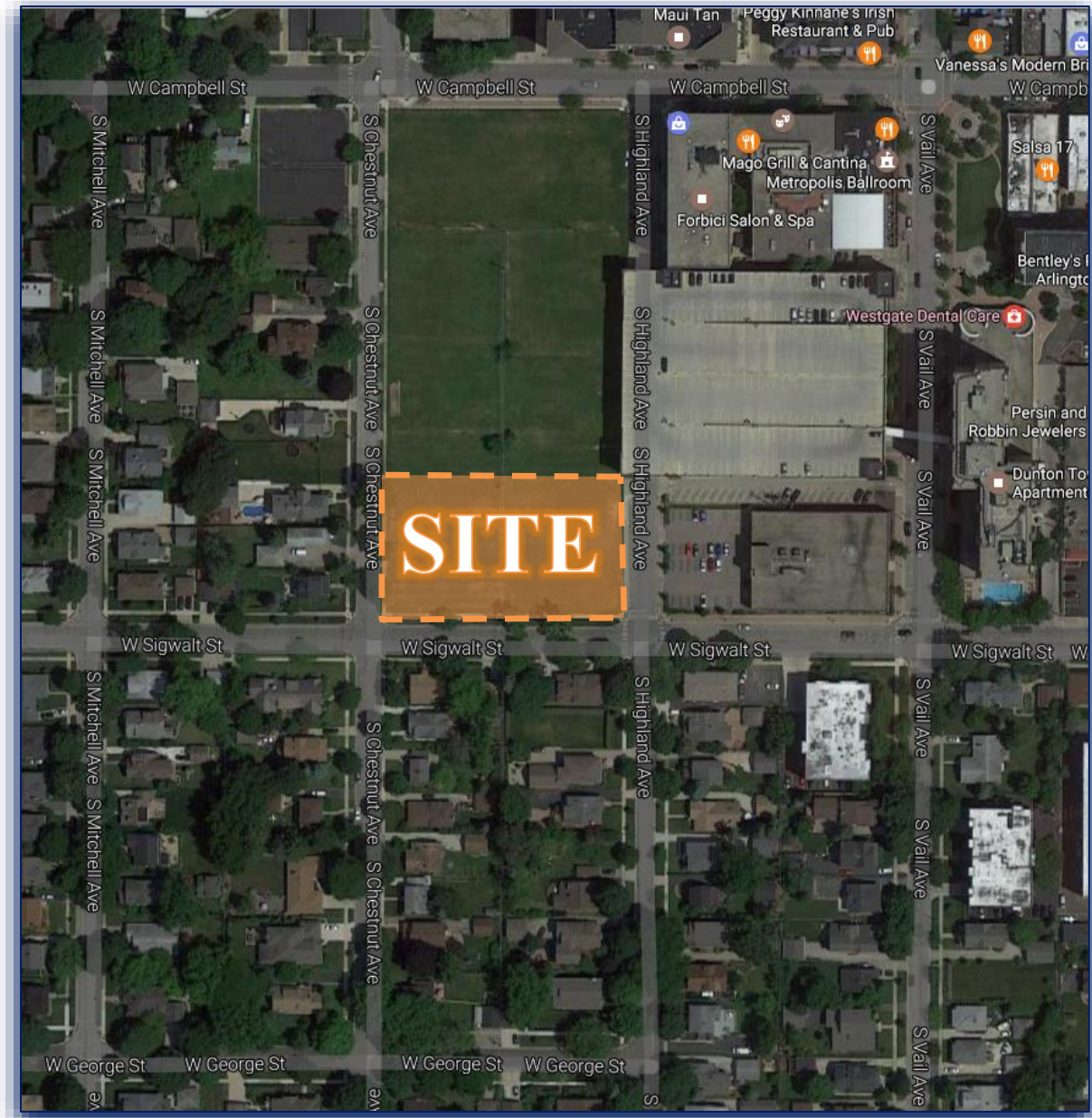
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Recommendations regarding the adequacy of the parking supply.

Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions.

1. Existing Condition - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Future Condition - The future projected traffic volumes include the existing traffic volumes, ambient area growth not attributable to any particular development and the traffic estimated to be generated by the proposed subject development.







**Aerial View of Site Location**

**Figure 2**

## 2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

### Site Location

The site is located to the southwest of Downtown Arlington Heights on the northside of Sigwalt Street and is bound by Highland Avenue on the east and Chestnut Avenue on the west. The site is currently occupied by vacant land and is within walking distance to the Arlington Heights Metra Station for the Union Pacific – Northwest (UP-NW) Metra Rail Line. Land uses in the vicinity of the site are residential to the west and south and includes the Arlington Heights public parking garage to the northeast and AT&T and Dunton Tower Luxury Apartments to the east.

### Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

*Sigwalt Street* is an east-west local roadway that in the vicinity of the site provides one lane in each direction. At its all-way stop-sign controlled intersection with Vail Avenue, Sigwalt Street provides a shared left/through/right-turn lane and high visibility crosswalks on both legs. At its unsignalized intersection with Highland Avenue, Sigwalt Street provides a shared left/through/right-turn lane and a high visibility crosswalk on both legs. At its unsignalized intersection with Chestnut Avenue, Sigwalt Street provides a shared left/through/right-turn lane on both legs. Parking is prohibited on both sides of the roadway except along the north side of Sigwalt Street between Highland Avenue and Vail Avenue which is restricted to two hours. Sigwalt Street is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

*Highland Avenue* is a north-south local roadway that provides one lane in each direction and extends from Campbell Street south to Central Road. At its unsignalized intersection with Sigwalt Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both legs. At its unsignalized intersection with South Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both legs. At its unsignalized intersection with Campbell Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both legs. It should be noted that between Sigwalt Street and Campbell Street, Highland Avenue traverses through the public parking garage. Parking is prohibited on the east side of the roadway and is restricted to two-hours on the west side of the roadway. Highland Avenue is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit



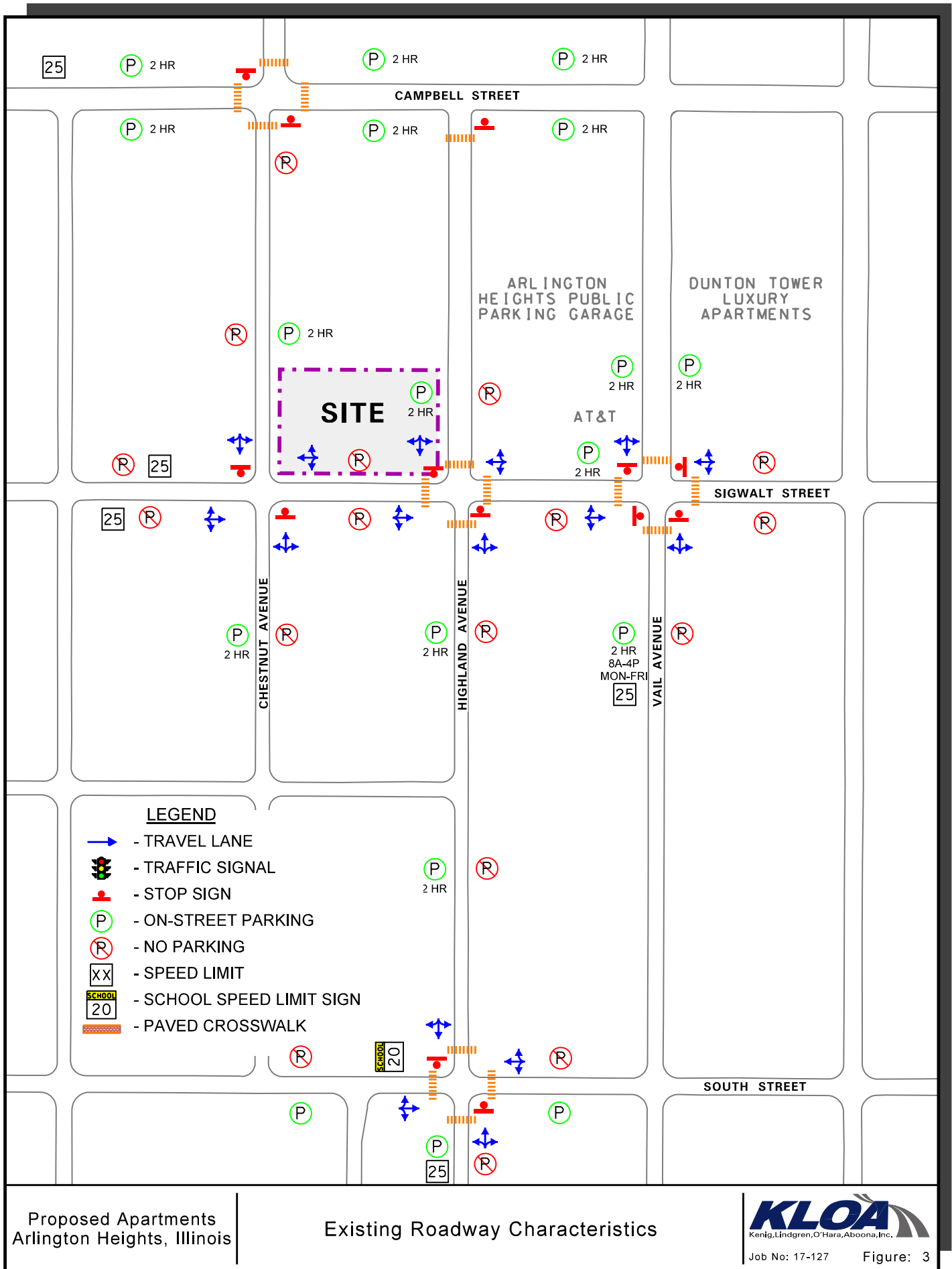
of 25 miles per hour.

*Vail Avenue* is a north-south local roadway that provides one lane in each direction and extends from Euclid Avenue south to Central Road. At its all-way stop-sign controlled intersection with Sigwalt Street, Vail Avenue provides a shared left/through/right-turn lane and a high visibility crosswalk on both legs. South of Sigwalt Street, parking is prohibited on the east side of the roadway and is restricted to two-hours on the west side of the roadway between 8:00 A.M. and 4:00 P.M. Monday through Friday. North of Sigwalt Street, parking is restricted to two-hours on both sides of the roadway. Vail Avenue is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

*Chestnut Avenue* is a north-south local roadway that provides one lane in each direction and extends from Wing Street south to South Street. At its unsignalized intersection with Sigwalt Street, Chestnut Avenue provides a shared left/through/right-turn lane under stop-sign control on both legs. At its unsignalized intersection with Campbell Street, Chestnut Avenue terminates and provides a shared left-turn/right-turn lane under stop-sign control. North of Sigwalt Street, parking is prohibited on the west side of the roadway and is restricted to two-hours on the east side of the roadway. South of Sigwalt Street, parking is prohibited on the east side of the roadway and is restricted to two-hours on the west side of the roadway. Chestnut Avenue is under the jurisdiction of the Village of Arlington Heights.

*South Street* is an east-west local roadway that provides one lane in each direction and extends from Arlington Heights Road west to Ridge Avenue. At its unsignalized intersection with Highland Avenue, South Street provides a shared left/through/right-turn lane and high visibility crosswalks on both legs. Parking is prohibited on the north side of the roadway. South Street is under the jurisdiction of the Village of Arlington Heights and has a school zone speed limit of 20 miles per hour.

*Campbell Street* is an east west local road way that provides one lane in each direction and extends from Rohlwing Road to Evergreen Avenue. At its unsignalized intersection with Chestnut Avenue and Highland Avenue, Campbell Street provides a shared left/through/right-turn lane in both directions. High visibility crosswalks are provided on both legs at its intersection with Chestnut Avenue. Parking is generally provided on both sides of the street and is restricted to two-hours. Campbell Street is under the jurisdiction of the Village of Arlington Heights and has a speed limit of 25 miles per hour.



## Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted manual peak period traffic counts using Miovision Scout Collection Units on Thursday, May 18, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

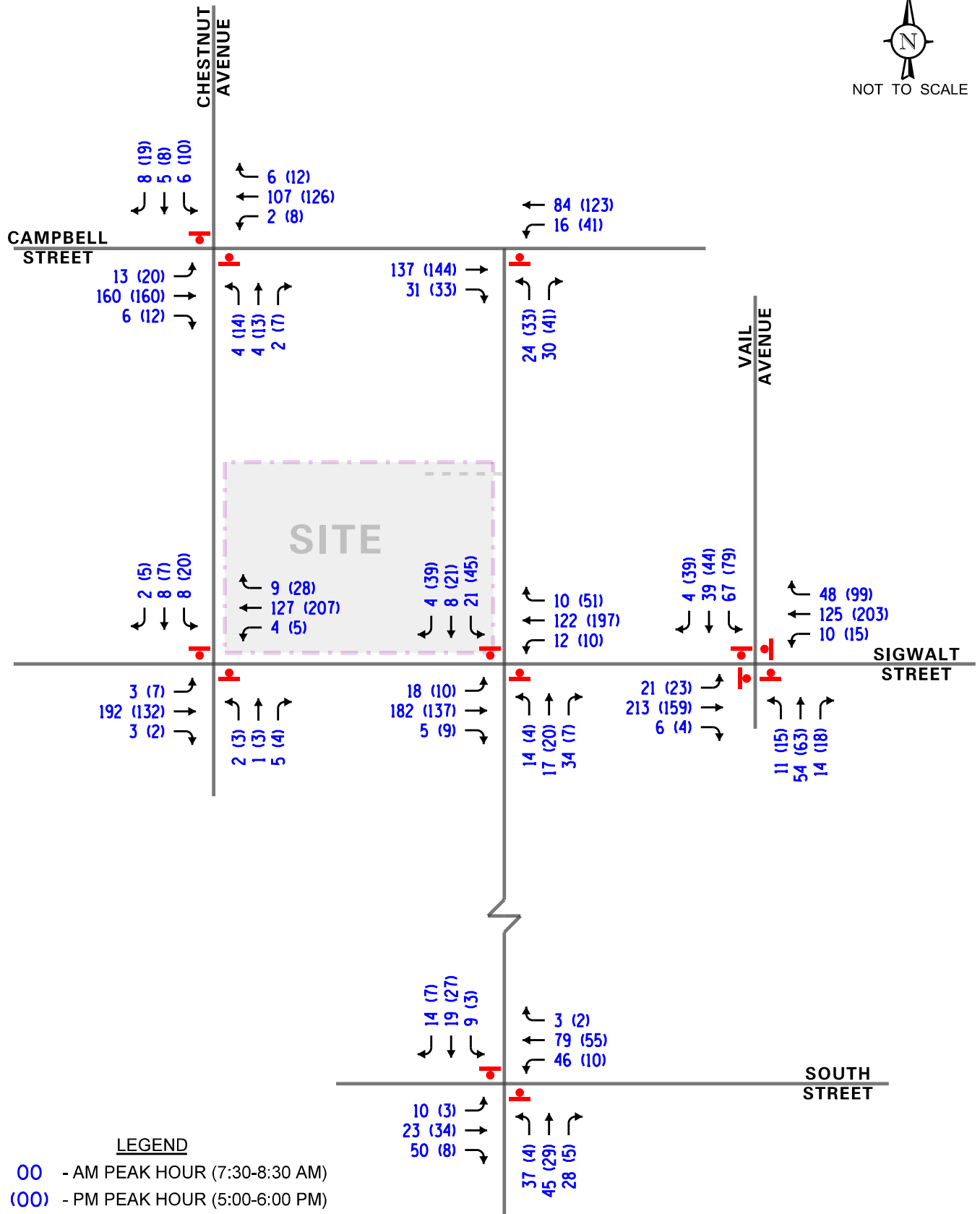
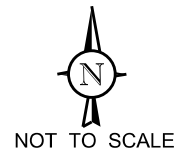
- Sigwalt Street with Highland Avenue
- Sigwalt Street with Vail Avenue
- Sigwalt Street with Chestnut Avenue
- Highland Avenue with South Street

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M.

Additional counts were conducted using Miovision Scout Collection Units on August 8, 2017 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Campbell Street with Highland Avenue
- Campbell Street with Chestnut Avenue

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 8:00 A.M. to 9:00 A.M. and the evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes for both days counts were performed. Copies of the traffic count summary sheets are included in the Appendix.



Proposed Apartments  
Arlington Heights, Illinois

Existing Traffic Volumes

## Public Transportation

Sidewalks are provided on the entire surrounding street network and traditional/standard crosswalks are provided at the intersections of Sigwalt Street with Highland Avenue, Sigwalt Street with Vail Avenue and Highland Avenue with South Street. The intersection of Sigwalt Street with Chestnut Avenue does not provide crosswalks. Furthermore, the site is located approximately one-third of a mile walking distance from the Arlington Heights UP-NW Metra Station which offers daily service between Harvard/McHenry and Chicago.

The site is also within the vicinity of Pace Bus Route 696 (Randhurst/Woodfield/Harper College) which provides weekday service from Mt. Prospect to Palatine. Service operates from Randhurst Mall to Harper College. Rush hour service runs every 30 minutes and mid-day service runs every hour. This bus route serves the following major destinations: Randhurst Mall, Prospect H.S., Metra Union Pacific Northwest Line (Arlington Heights), Cook County Courthouse, Rolling Meadows Shopping Center, East Park, Mallard Cove, Woodfield Gardens, Motorola Headquarters, Schaumburg Convention Center, IKEA, Roosevelt University, Woodfield Mall, Pace Northwest Transportation Center and Harper College.



### 3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

#### Proposed Development Plan

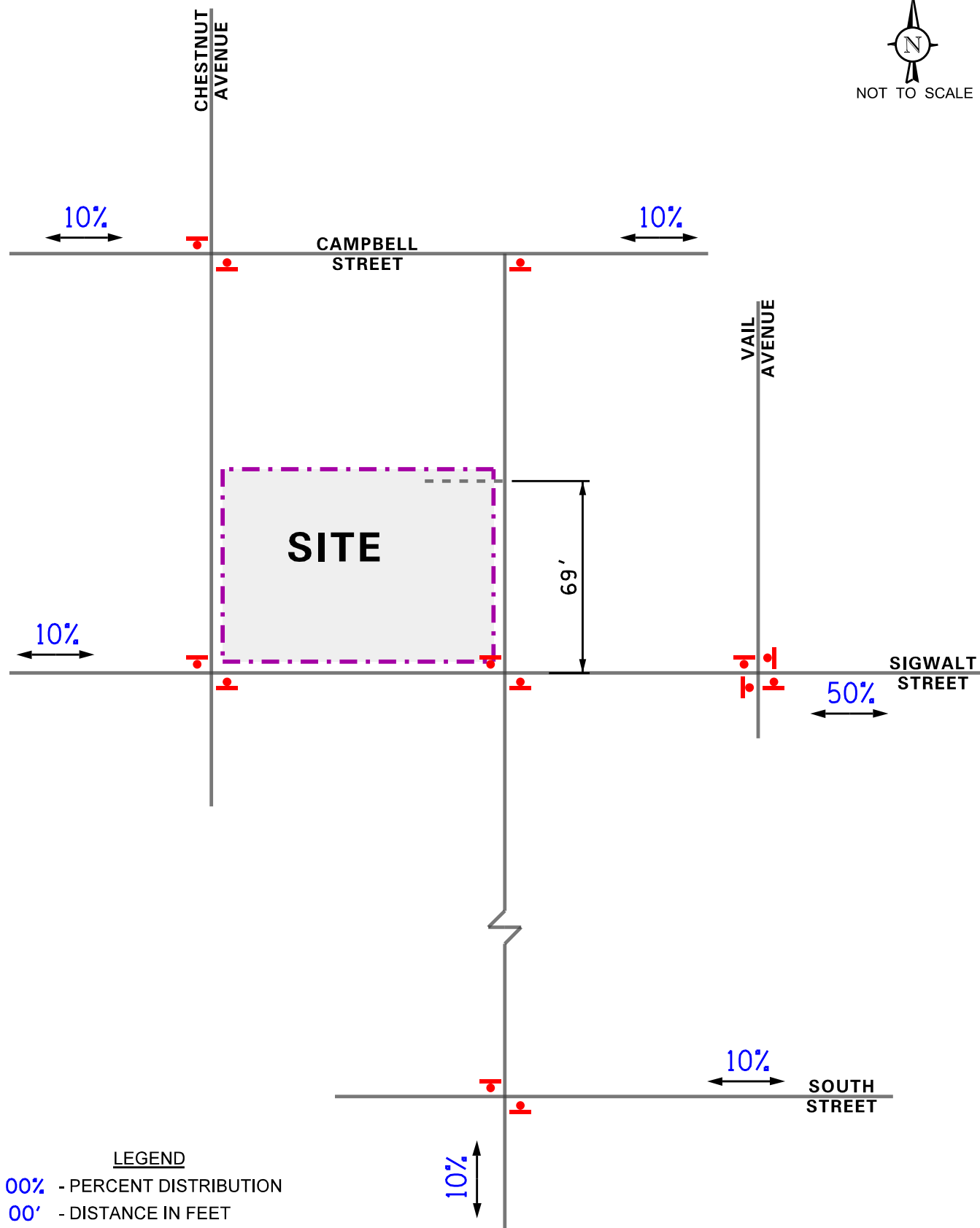
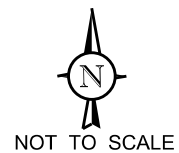
As proposed, the plans call for developing the site with a five-story apartment building containing 88 apartment units. The development will provide a parking garage containing 110 parking spaces for residents of the development. Access to the first-floor parking spaces will be provided via a full movement access drive off Highland Avenue aligned opposite the northerly access drive serving the employee only parking lot serving the AT&T building at 44 S. Vail Avenue. In order to accommodate the proposed access drive, two on-street parking spaces along the west side of Highland Avenue. Pedestrian access to the residential units will be on Sigwalt Street along the south side of the building. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

#### Directional Distribution

The directions from which residents of the apartment units will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development generated traffic.

#### Estimated Site Traffic Generation

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed development of 88 apartment units was based on vehicle trip generation rates contained in *Trip Generation*, 9<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). As previously indicated, the proposed apartment development is located within one-quarter mile of the Arlington Heights Milwaukee District- Northwest Metra Station. A review of the census data indicates that approximately 15 percent of the residents located within one-quarter mile of the Metra Station utilize alternative modes of transportation to get to work. As a result, the estimated number of generated trips for the proposed apartments was reduced by 15 percent to account for the residents that will use means of transportation other than the automobile to commute to work. **Table 1** shows the site-generated traffic volumes for the proposed development.



Proposed Apartments  
Arlington Heights, Illinois

Estimated Directional Distribution

**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.  
Job No: 17-127 Figure: 5

Table 1  
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

| ITE<br>Land-Use<br>Code | Type/Size                           | Weekday Morning<br>Peak Hour |           |           | Weekday Evening<br>Peak Hour |           |           | Daily<br>Two-Way<br>Trips |
|-------------------------|-------------------------------------|------------------------------|-----------|-----------|------------------------------|-----------|-----------|---------------------------|
|                         |                                     | In                           | Out       | Total     | In                           | Out       | Total     |                           |
| 220                     | Apartments (88 Units)               | 9                            | 38        | 47        | 43                           | 23        | 66        | 656                       |
|                         | <i>15% Transportation Reduction</i> | -1                           | -6        | -7        | -6                           | -4        | -10       | -98                       |
|                         | <b>Total New Trips</b>              | <b>8</b>                     | <b>32</b> | <b>40</b> | <b>37</b>                    | <b>19</b> | <b>56</b> | <b>558</b>                |

## 4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth and the traffic estimated to be generated by the proposed subject development.

### Development Traffic Assignment

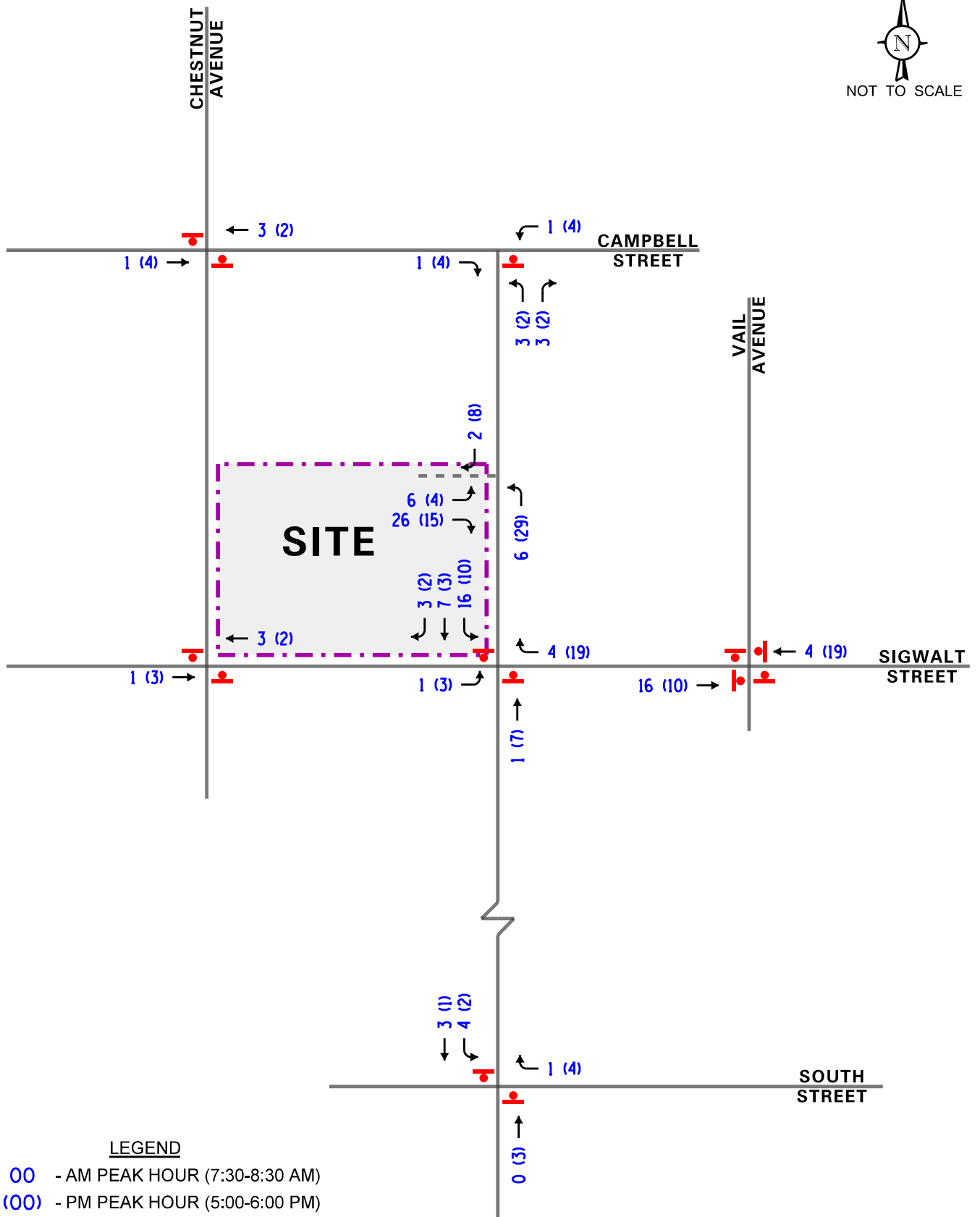
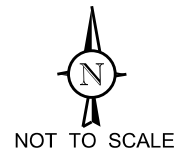
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the development is illustrated in **Figure 6**.

### Background Traffic Conditions

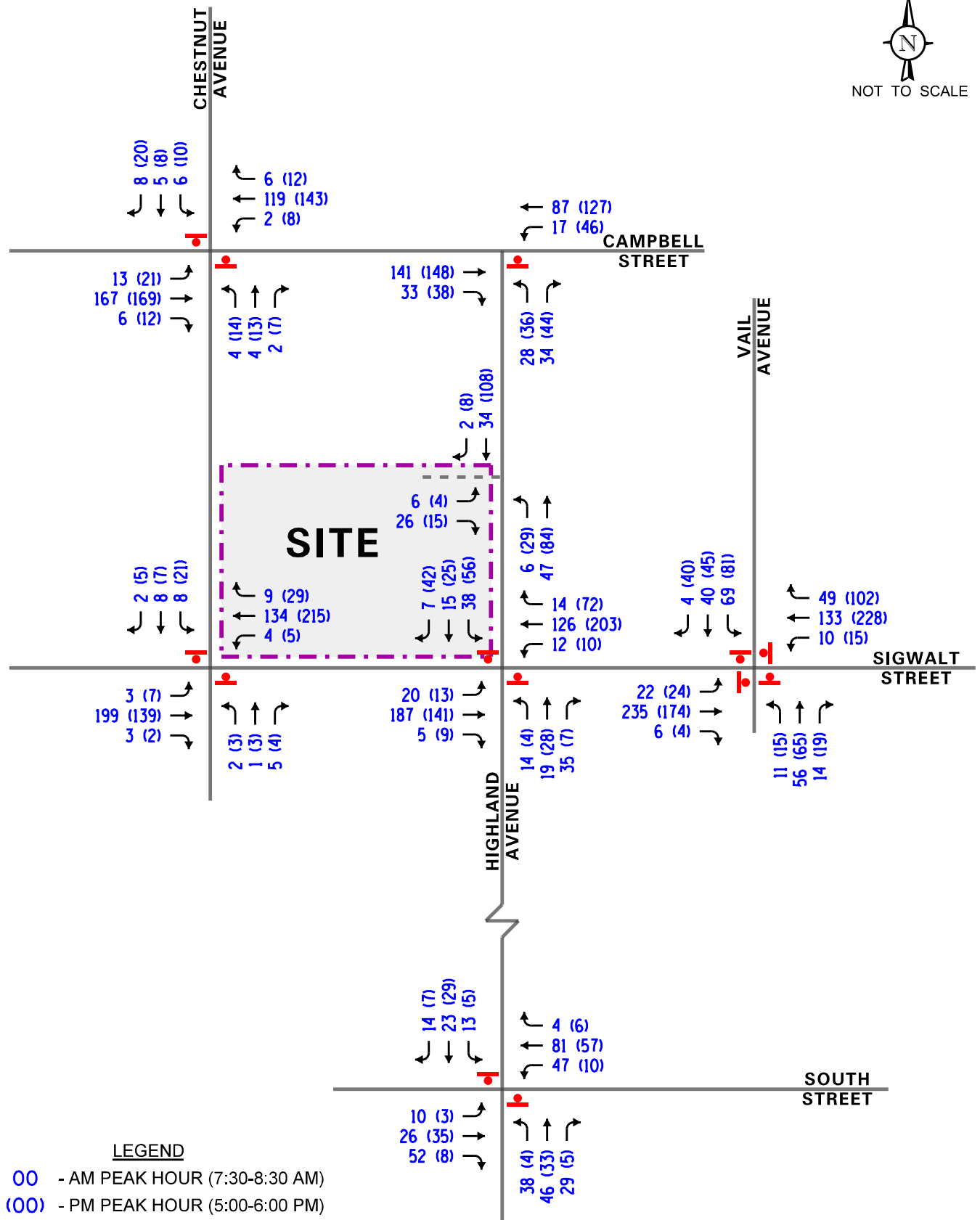
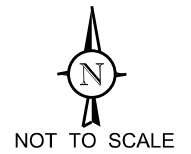
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on the Village of Arlington Heights 2015 Comprehensive Plan an increase of one-half percent per year over six years (three percent total) was applied to project Year 2023 conditions.

### Total Projected Traffic Volumes

The addition of the development generated traffic to the existing traffic volumes accounting for background growth, to determine the Year 2023 total projected traffic volumes, are shown in **Figure 7**.







Proposed Apartments  
Arlington Heights, Illinois

Year 2023 Total Projected  
Traffic Volumes

## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hour periods for the existing (Year 2016) and future projected (Year 2023) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the HCS 7 computer software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2023 total projected conditions are presented in **Tables 2** and **3**, respectively. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2

## CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS

|                                                         | Weekday Morning<br>Peak Hour |       | Weekday Evening<br>Peak Hour |       |
|---------------------------------------------------------|------------------------------|-------|------------------------------|-------|
|                                                         | LOS                          | Delay | LOS                          | Delay |
| Sigwalt Street with Highland Avenue                     |                              |       |                              |       |
| • Northbound Approach                                   | B                            | 12.2  | B                            | 12.0  |
| • Southbound Approach                                   | B                            | 13.9  | B                            | 12.5  |
| • Eastbound Left-Turns                                  | A                            | 7.6   | A                            | 7.8   |
| • Westbound Left-Turns                                  | A                            | 7.7   | A                            | 7.5   |
| Sigwalt Street with Vail Avenue                         |                              |       |                              |       |
| • Overall                                               | B                            | 11.0  | B                            | 10.6  |
| • Eastbound Approach                                    | B                            | 12.0  | B                            | 10.1  |
| • Westbound Approach                                    | B                            | 10.6  | B                            | 11.4  |
| • Northbound Approach                                   | A                            | 9.6   | A                            | 9.4   |
| • Southbound Approach                                   | B                            | 10.4  | B                            | 10.1  |
| Sigwalt Street with Chestnut Avenue                     |                              |       |                              |       |
| • Northbound Approach                                   | B                            | 10.6  | B                            | 10.7  |
| • Southbound Approach                                   | B                            | 12.0  | B                            | 11.6  |
| • Eastbound Left-Turns                                  | A                            | 7.6   | A                            | 7.7   |
| • Westbound Left-Turns                                  | A                            | 7.5   | A                            | 7.5   |
| Highland Avenue with South Street                       |                              |       |                              |       |
| • Northbound Approach                                   | B                            | 14.6  | A                            | 10.0  |
| • Southbound Approach                                   | B                            | 12.6  | A                            | 9.9   |
| • Eastbound Left-Turns                                  | A                            | 7.6   | A                            | 7.3   |
| • Westbound Left-Turns                                  | A                            | 7.6   | A                            | 7.3   |
| Campbell Street with Chestnut Avenue                    |                              |       |                              |       |
| • Northbound Approach                                   | B                            | 10.7  | B                            | 11.8  |
| • Southbound Approach                                   | B                            | 10.2  | B                            | 10.9  |
| • Eastbound Left-Turns                                  | A                            | 7.5   | A                            | 7.5   |
| • Westbound Left-Turns                                  | A                            | 7.6   | A                            | 7.6   |
| Campbell Street with Highland Avenue                    |                              |       |                              |       |
| • Northbound Approach                                   | B                            | 10.4  | B                            | 11.2  |
| • Westbound Left-Turns                                  | A                            | 7.6   | A                            | 7.7   |
| LOS = Level of Service<br>Delay is measured in seconds. |                              |       |                              |       |

Table 3

## CAPACITY ANALYSIS RESULTS - PROJECTED YEAR 2023 TRAFFIC CONDITIONS

|                                                      | Weekday Morning<br>Peak Hour |       | Weekday Evening<br>Peak Hour |       |
|------------------------------------------------------|------------------------------|-------|------------------------------|-------|
|                                                      | LOS                          | Delay | LOS                          | Delay |
| Sigwalt Street with Highland Avenue                  |                              |       |                              |       |
| • Northbound Approach                                | B                            | 12.8  | B                            | 12.7  |
| • Southbound Approach                                | B                            | 15.5  | B                            | 13.5  |
| • Eastbound Left-Turns                               | A                            | 7.6   | A                            | 7.8   |
| • Westbound Left-Turns                               | A                            | 7.8   | A                            | 7.5   |
| Sigwalt Street with Vail Avenue                      |                              |       |                              |       |
| • Overall                                            | B                            | 11.6  | B                            | 11.2  |
| • Eastbound Approach                                 | B                            | 12.9  | B                            | 10.5  |
| • Westbound Approach                                 | B                            | 11.0  | B                            | 12.3  |
| • Northbound Approach                                | A                            | 9.9   | A                            | 9.7   |
| • Southbound Approach                                | B                            | 10.7  | B                            | 10.5  |
| Sigwalt Street with Chestnut Avenue                  |                              |       |                              |       |
| • Northbound Approach                                | B                            | 10.7  | B                            | 12.7  |
| • Southbound Approach                                | B                            | 12.2  | B                            | 13.5  |
| • Eastbound Left-Turns                               | A                            | 7.6   | A                            | 7.8   |
| • Westbound Left-Turns                               | A                            | 7.8   | A                            | 7.5   |
| Highland Avenue with South Street                    |                              |       |                              |       |
| • Northbound Approach                                | C                            | 15.0  | B                            | 10.1  |
| • Southbound Approach                                | B                            | 13.3  | A                            | 10.0  |
| • Eastbound Left-Turns                               | A                            | 7.6   | A                            | 7.3   |
| • Westbound Left-Turns                               | A                            | 7.6   | A                            | 7.3   |
| Highland Avenue with Proposed Access Drive           |                              |       |                              |       |
| • Eastbound Approach                                 | A                            | 8.7   | A                            | 9.2   |
| • Northbound Left-Turns                              | A                            | 7.3   | A                            | 7.5   |
| Campbell Street with Chestnut Avenue                 |                              |       |                              |       |
| • Northbound Approach                                | B                            | 10.9  | B                            | 12.2  |
| • Southbound Approach                                | B                            | 10.3  | B                            | 11.2  |
| • Eastbound Left-Turns                               | A                            | 7.5   | A                            | 7.6   |
| • Westbound Left-Turns                               | A                            | 7.6   | A                            | 7.6   |
| Campbell Street with Highland Avenue                 |                              |       |                              |       |
| • Northbound Approach                                | B                            | 10.6  | B                            | 11.6  |
| • Westbound Left-Turns                               | A                            | 7.7   | A                            | 7.8   |
| LOS = Level of Service Delay is measured in seconds. |                              |       |                              |       |

## Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements to accommodate the development traffic.

### *Sigwalt Street with Highland Avenue*

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at level of service (LOS) B during the weekday morning and weekday evening peak hours. Under future conditions, the northbound and southbound approaches are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from Sigwalt Street onto Highland Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95<sup>th</sup> percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

### *Sigwalt Street with Vail Avenue*

The results of the capacity analyses indicate that overall, this intersection currently operates at LOS B during the weekday morning and weekday evening peak hour is projected to continue operating at LOS B during the peak hours with increases in delay of less than one second. Furthermore, all of the approaches are projected to continue operating at LOS B or better during the peak hours with increases in delay of approximately one second or less. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

### *Sigwalt Street with Chestnut Avenue*

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B during the weekday morning and weekday evening peak hours. Under future conditions, the northbound and southbound approaches are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from Sigwalt Street onto Chestnut Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95<sup>th</sup> percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.



### *Highland Avenue with South Street*

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B or better during the peak hours. Under future conditions, the northbound and southbound approaches are projected to operate at LOS C or better during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from South Street onto Highland Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95<sup>th</sup> percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

### *Highland Avenue with Proposed Access Drive*

The results of the capacity analyses indicate that outbound movements from the proposed access drive are projected to operate at LOS A during the weekday morning and weekday evening peak hours. Furthermore, northbound left-turn movements from Highland Avenue onto the proposed access drive are projected to operate at LOS A during both peak hours with 95<sup>th</sup> percentile queues of one to two vehicles. As such, the proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will have a limited impact on the operations of Highland Avenue.

### *Campbell Avenue with Chestnut Avenue*

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B or better during the peak hours. Under future conditions, the northbound and southbound approaches are projected to continue to operate at LOS B or better during the peak hours with increases in delay of less than one second. Furthermore, eastbound and westbound left-turn movements from Campbell Street onto Chestnut Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95<sup>th</sup> percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

### *Campbell Avenue with Highland Avenue*

The results of the capacity analyses indicate that the northbound approaches currently operate at LOS B or better during the peak hours. Under future conditions, the northbound approach is projected to operate at LOS B or better during the peak hours with increases in delay of less than one second. Furthermore, westbound left-turn movements from Campbell Street onto Highland Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95<sup>th</sup> percentile queues of one to two vehicles. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

## 6. Parking Evaluation

As proposed, the site will be developed with 88 apartment units and a 110 spaces parking garage (parking ratio of 1.25 spaces per unit). The Village of Arlington Heights requires 1.5 spaces per dwelling unit, thereby requiring 132 parking spaces. As such, the proposed parking supply does not meet the village's parking code.

Based on a review of survey data published by the Institute of Transportation Engineers (ITE) in the Parking Generation Manual, 4<sup>th</sup> Edition for Land Use Code 221 (Low/Mid-Rise Apartments), the average parking demand of the proposed development is projected to be 87 parking spaces (ratio of .98 spaces per unit). Additionally, the average peak parking demand of all surveyed apartment developments is 1.23 spaces per dwelling unit.

Furthermore, for comparison purposes, KLOA, Inc. also examined US Census data compiled by the Center for Transit-Oriented Development. Based on the Census data, the average number of vehicles available per renter occupied household within one-quarter mile from the Arlington Heights Metra station is 0.8 vehicles. Additionally, approximately 75 percent of households have zero or one vehicles available. Given that the proposed apartment building is located within one-quarter mile of the Arlington Heights Metra station, it is anticipated that the apartment building will have the same characteristics as other apartment developments within this radius.

Lastly, the proposed parking ratio of 1.25 spaces per unit is similar to other apartment developments (built or planned) in the Chicago area that are located within proximity to train stations. A review of the parking supply at 19 similar developments indicate that they provide an average ratio of 1.22 spaces per unit. Approximately 60 percent of the apartment developments provides less than 1.25 spaces per unit. A summary table of the location, number of units and parking spaces provided for these developments are included in the Appendix.

Based on the above, it is KLOA, Inc.'s opinion that providing 1.25 parking spaces per unit for the proposed apartment building will be adequate in accommodating its peak parking demand.

## 7. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The development is well located with respect to the area roadway system.
- The amount of traffic projected to be generated by the development will be reduced due to the proximity of the development to alternative modes of transportation
- The development generated traffic will not have a significant impact on area roadways.
- The proposed access and roadway system will be adequate in accommodating the development generated traffic and will ensure that an efficient and flexible access is provided.
- No geometric or traffic control improvements will be required under future conditions at the study area intersections
- The proposed development will provide a sufficient number of parking spaces to accommodate its peak needs.

# Appendix

- Traffic Count Summary Sheets
- Site Plan
- Level of Service Criteria
- Capacity Analysis Summary Sheets
- Parking Ratios of Similar Developments

# Traffic Count Summary Sheets

*Proposed Apartment Development  
Arlington Heights, Illinois*







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

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

Count Name: Campbell St and Highland Ave  
Site Code:  
Start Date: 08/08/2017  
Page No: 1

## Turning Movement Data

| Start Time           | Campbell St<br>Eastbound |      |       |       |            | Campbell St<br>Westbound |      |      |       |            | Highland Ave<br>Northbound |       |       |       |            | Int. Total |
|----------------------|--------------------------|------|-------|-------|------------|--------------------------|------|------|-------|------------|----------------------------|-------|-------|-------|------------|------------|
|                      | U-Turn                   | Thru | Right | Peds  | App. Total | U-Turn                   | Left | Thru | Peds  | App. Total | U-Turn                     | Left  | Right | Peds  | App. Total |            |
| 7:00 AM              | 0                        | 24   | 8     | 1     | 32         | 1                        | 3    | 14   | 13    | 18         | 0                          | 10    | 9     | 4     | 19         | 69         |
| 7:15 AM              | 0                        | 19   | 7     | 0     | 26         | 0                        | 1    | 6    | 2     | 7          | 0                          | 6     | 5     | 5     | 11         | 44         |
| 7:30 AM              | 0                        | 20   | 10    | 0     | 30         | 0                        | 3    | 21   | 4     | 24         | 0                          | 6     | 7     | 3     | 13         | 67         |
| 7:45 AM              | 0                        | 31   | 12    | 0     | 43         | 1                        | 3    | 17   | 8     | 21         | 0                          | 5     | 6     | 4     | 11         | 75         |
| Hourly Total         | 0                        | 94   | 37    | 1     | 131        | 2                        | 10   | 58   | 27    | 70         | 0                          | 27    | 27    | 16    | 54         | 255        |
| 8:00 AM              | 0                        | 29   | 10    | 1     | 39         | 1                        | 3    | 18   | 3     | 22         | 0                          | 5     | 6     | 5     | 11         | 72         |
| 8:15 AM              | 0                        | 27   | 11    | 0     | 38         | 1                        | 5    | 22   | 1     | 28         | 0                          | 8     | 8     | 6     | 16         | 82         |
| 8:30 AM              | 0                        | 29   | 8     | 0     | 37         | 0                        | 4    | 17   | 4     | 21         | 0                          | 8     | 6     | 5     | 14         | 72         |
| 8:45 AM              | 0                        | 52   | 2     | 1     | 54         | 2                        | 4    | 27   | 2     | 33         | 0                          | 3     | 10    | 10    | 13         | 100        |
| Hourly Total         | 0                        | 137  | 31    | 2     | 168        | 4                        | 16   | 84   | 10    | 104        | 0                          | 24    | 30    | 26    | 54         | 326        |
| *** BREAK ***        | -                        | -    | -     | -     | -          | -                        | -    | -    | -     | -          | -                          | -     | -     | -     | -          | -          |
| 4:00 PM              | 1                        | 42   | 7     | 0     | 50         | 0                        | 5    | 22   | 0     | 27         | 0                          | 7     | 6     | 5     | 13         | 90         |
| 4:15 PM              | 0                        | 30   | 8     | 1     | 38         | 0                        | 5    | 36   | 4     | 41         | 0                          | 6     | 11    | 5     | 17         | 96         |
| 4:30 PM              | 0                        | 27   | 5     | 1     | 32         | 0                        | 4    | 19   | 6     | 23         | 0                          | 18    | 9     | 5     | 27         | 82         |
| 4:45 PM              | 0                        | 29   | 6     | 2     | 35         | 0                        | 4    | 28   | 4     | 32         | 1                          | 5     | 10    | 6     | 16         | 83         |
| Hourly Total         | 1                        | 128  | 26    | 4     | 155        | 0                        | 18   | 105  | 14    | 123        | 1                          | 36    | 36    | 21    | 73         | 351        |
| 5:00 PM              | 0                        | 33   | 7     | 5     | 40         | 0                        | 5    | 27   | 1     | 32         | 0                          | 13    | 8     | 13    | 21         | 93         |
| 5:15 PM              | 0                        | 30   | 6     | 4     | 36         | 1                        | 10   | 30   | 1     | 41         | 0                          | 4     | 9     | 8     | 13         | 90         |
| 5:30 PM              | 0                        | 25   | 5     | 1     | 30         | 1                        | 9    | 35   | 0     | 45         | 0                          | 10    | 14    | 12    | 24         | 99         |
| 5:45 PM              | 0                        | 40   | 15    | 1     | 55         | 0                        | 17   | 31   | 5     | 48         | 0                          | 6     | 10    | 14    | 16         | 119        |
| Hourly Total         | 0                        | 128  | 33    | 11    | 161        | 2                        | 41   | 123  | 7     | 166        | 0                          | 33    | 41    | 47    | 74         | 401        |
| Grand Total          | 1                        | 487  | 127   | 18    | 615        | 8                        | 85   | 370  | 58    | 463        | 1                          | 120   | 134   | 110   | 255        | 1333       |
| Approach %           | 0.2                      | 79.2 | 20.7  | -     | -          | 1.7                      | 18.4 | 79.9 | -     | -          | 0.4                        | 47.1  | 52.5  | -     | -          | -          |
| Total %              | 0.1                      | 36.5 | 9.5   | -     | 46.1       | 0.6                      | 6.4  | 27.8 | -     | 34.7       | 0.1                        | 9.0   | 10.1  | -     | 19.1       | -          |
| Lights               | 1                        | 477  | 126   | -     | 604        | 8                        | 84   | 360  | -     | 452        | 1                          | 120   | 132   | -     | 253        | 1309       |
| % Lights             | 100.0                    | 97.9 | 99.2  | -     | 98.2       | 100.0                    | 98.8 | 97.3 | -     | 97.6       | 100.0                      | 100.0 | 98.5  | -     | 99.2       | 98.2       |
| Buses                | 0                        | 0    | 0     | -     | 0          | 0                        | 0    | 1    | -     | 1          | 0                          | 0     | 0     | -     | 0          | 1          |
| % Buses              | 0.0                      | 0.0  | 0.0   | -     | 0.0        | 0.0                      | 0.0  | 0.3  | -     | 0.2        | 0.0                        | 0.0   | 0.0   | -     | 0.0        | 0.1        |
| Single-Unit Trucks   | 0                        | 6    | 1     | -     | 7          | 0                        | 0    | 5    | -     | 5          | 0                          | 0     | 0     | -     | 0          | 12         |
| % Single-Unit Trucks | 0.0                      | 1.2  | 0.8   | -     | 1.1        | 0.0                      | 0.0  | 1.4  | -     | 1.1        | 0.0                        | 0.0   | 0.0   | -     | 0.0        | 0.9        |
| Articulated Trucks   | 0                        | 1    | 0     | -     | 1          | 0                        | 0    | 0    | -     | 0          | 0                          | 0     | 0     | -     | 0          | 1          |
| % Articulated Trucks | 0.0                      | 0.2  | 0.0   | -     | 0.2        | 0.0                      | 0.0  | 0.0  | -     | 0.0        | 0.0                        | 0.0   | 0.0   | -     | 0.0        | 0.1        |
| Bicycles on Road     | 0                        | 3    | 0     | -     | 3          | 0                        | 1    | 4    | -     | 5          | 0                          | 0     | 2     | -     | 2          | 10         |
| % Bicycles on Road   | 0.0                      | 0.6  | 0.0   | -     | 0.5        | 0.0                      | 1.2  | 1.1  | -     | 1.1        | 0.0                        | 0.0   | 1.5   | -     | 0.8        | 0.8        |
| Pedestrians          | -                        | -    | -     | 18    | -          | -                        | -    | -    | 58    | -          | -                          | -     | -     | 110   | -          | -          |
| % Pedestrians        | -                        | -    | -     | 100.0 | -          | -                        | -    | -    | 100.0 | -          | -                          | -     | -     | 100.0 | -          | -          |



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Count Name: Campbell St and Highland Ave  
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Start Date: 08/08/2017  
Page No: 2

### Turning Movement Peak Hour Data (8:00 AM)

| Start Time           | Campbell St<br>Eastbound |       |       |       |            | Campbell St<br>Westbound |       |       |       |            | Highland Ave<br>Northbound |       |       |       |            | Int. Total |
|----------------------|--------------------------|-------|-------|-------|------------|--------------------------|-------|-------|-------|------------|----------------------------|-------|-------|-------|------------|------------|
|                      | U-Turn                   | Thru  | Right | Peds  | App. Total | U-Turn                   | Left  | Thru  | Peds  | App. Total | U-Turn                     | Left  | Right | Peds  | App. Total |            |
| 8:00 AM              | 0                        | 29    | 10    | 1     | 39         | 1                        | 3     | 18    | 3     | 22         | 0                          | 5     | 6     | 5     | 11         | 72         |
| 8:15 AM              | 0                        | 27    | 11    | 0     | 38         | 1                        | 5     | 22    | 1     | 28         | 0                          | 8     | 8     | 6     | 16         | 82         |
| 8:30 AM              | 0                        | 29    | 8     | 0     | 37         | 0                        | 4     | 17    | 4     | 21         | 0                          | 8     | 6     | 5     | 14         | 72         |
| 8:45 AM              | 0                        | 52    | 2     | 1     | 54         | 2                        | 4     | 27    | 2     | 33         | 0                          | 3     | 10    | 10    | 13         | 100        |
| Total                | 0                        | 137   | 31    | 2     | 168        | 4                        | 16    | 84    | 10    | 104        | 0                          | 24    | 30    | 26    | 54         | 326        |
| Approach %           | 0.0                      | 81.5  | 18.5  | -     | -          | 3.8                      | 15.4  | 80.8  | -     | -          | 0.0                        | 44.4  | 55.6  | -     | -          | -          |
| Total %              | 0.0                      | 42.0  | 9.5   | -     | 51.5       | 1.2                      | 4.9   | 25.8  | -     | 31.9       | 0.0                        | 7.4   | 9.2   | -     | 16.6       | -          |
| PHF                  | 0.000                    | 0.659 | 0.705 | -     | 0.778      | 0.500                    | 0.800 | 0.778 | -     | 0.788      | 0.000                      | 0.750 | 0.750 | -     | 0.844      | 0.815      |
| Lights               | 0                        | 134   | 31    | -     | 165        | 4                        | 16    | 80    | -     | 100        | 0                          | 24    | 30    | -     | 54         | 319        |
| % Lights             | -                        | 97.8  | 100.0 | -     | 98.2       | 100.0                    | 100.0 | 95.2  | -     | 96.2       | -                          | 100.0 | 100.0 | -     | 100.0      | 97.9       |
| Buses                | 0                        | 0     | 0     | -     | 0          | 0                        | 0     | 1     | -     | 1          | 0                          | 0     | 0     | -     | 0          | 1          |
| % Buses              | -                        | 0.0   | 0.0   | -     | 0.0        | 0.0                      | 0.0   | 1.2   | -     | 1.0        | -                          | 0.0   | 0.0   | -     | 0.0        | 0.3        |
| Single-Unit Trucks   | 0                        | 2     | 0     | -     | 2          | 0                        | 0     | 3     | -     | 3          | 0                          | 0     | 0     | -     | 0          | 5          |
| % Single-Unit Trucks | -                        | 1.5   | 0.0   | -     | 1.2        | 0.0                      | 0.0   | 3.6   | -     | 2.9        | -                          | 0.0   | 0.0   | -     | 0.0        | 1.5        |
| Articulated Trucks   | 0                        | 0     | 0     | -     | 0          | 0                        | 0     | 0     | -     | 0          | 0                          | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                        | 0.0   | 0.0   | -     | 0.0        | 0.0                      | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 1     | 0     | -     | 1          | 0                        | 0     | 0     | -     | 0          | 0                          | 0     | 0     | -     | 0          | 1          |
| % Bicycles on Road   | -                        | 0.7   | 0.0   | -     | 0.6        | 0.0                      | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | -     | 0.0        | 0.3        |
| Pedestrians          | -                        | -     | -     | 2     | -          | -                        | -     | -     | 10    | -          | -                          | -     | -     | 26    | -          | -          |
| % Pedestrians        | -                        | -     | -     | 100.0 | -          | -                        | -     | -     | 100.0 | -          | -                          | -     | -     | 100.0 | -          | -          |



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Count Name: Campbell St and Highland Ave  
Site Code:  
Start Date: 08/08/2017  
Page No: 3

### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | Campbell St<br>Eastbound |       |       |       |            | Campbell St<br>Westbound |       |       |       |            | Highland Ave<br>Northbound |       |       |       |            | Int. Total |
|----------------------|--------------------------|-------|-------|-------|------------|--------------------------|-------|-------|-------|------------|----------------------------|-------|-------|-------|------------|------------|
|                      | U-Turn                   | Thru  | Right | Peds  | App. Total | U-Turn                   | Left  | Thru  | Peds  | App. Total | U-Turn                     | Left  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                        | 33    | 7     | 5     | 40         | 0                        | 5     | 27    | 1     | 32         | 0                          | 13    | 8     | 13    | 21         | 93         |
| 5:15 PM              | 0                        | 30    | 6     | 4     | 36         | 1                        | 10    | 30    | 1     | 41         | 0                          | 4     | 9     | 8     | 13         | 90         |
| 5:30 PM              | 0                        | 25    | 5     | 1     | 30         | 1                        | 9     | 35    | 0     | 45         | 0                          | 10    | 14    | 12    | 24         | 99         |
| 5:45 PM              | 0                        | 40    | 15    | 1     | 55         | 0                        | 17    | 31    | 5     | 48         | 0                          | 6     | 10    | 14    | 16         | 119        |
| Total                | 0                        | 128   | 33    | 11    | 161        | 2                        | 41    | 123   | 7     | 166        | 0                          | 33    | 41    | 47    | 74         | 401        |
| Approach %           | 0.0                      | 79.5  | 20.5  | -     | -          | 1.2                      | 24.7  | 74.1  | -     | -          | 0.0                        | 44.6  | 55.4  | -     | -          | -          |
| Total %              | 0.0                      | 31.9  | 8.2   | -     | 40.1       | 0.5                      | 10.2  | 30.7  | -     | 41.4       | 0.0                        | 8.2   | 10.2  | -     | 18.5       | -          |
| PHF                  | 0.000                    | 0.800 | 0.550 | -     | 0.732      | 0.500                    | 0.603 | 0.879 | -     | 0.865      | 0.000                      | 0.635 | 0.732 | -     | 0.771      | 0.842      |
| Lights               | 0                        | 127   | 33    | -     | 160        | 2                        | 41    | 120   | -     | 163        | 0                          | 33    | 41    | -     | 74         | 397        |
| % Lights             | -                        | 99.2  | 100.0 | -     | 99.4       | 100.0                    | 100.0 | 97.6  | -     | 98.2       | -                          | 100.0 | 100.0 | -     | 100.0      | 99.0       |
| Buses                | 0                        | 0     | 0     | -     | 0          | 0                        | 0     | 0     | -     | 0          | 0                          | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                        | 0.0   | 0.0   | -     | 0.0        | 0.0                      | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                        | 1     | 0     | -     | 1          | 0                        | 0     | 1     | -     | 1          | 0                          | 0     | 0     | -     | 0          | 2          |
| % Single-Unit Trucks | -                        | 0.8   | 0.0   | -     | 0.6        | 0.0                      | 0.0   | 0.8   | -     | 0.6        | -                          | 0.0   | 0.0   | -     | 0.0        | 0.5        |
| Articulated Trucks   | 0                        | 0     | 0     | -     | 0          | 0                        | 0     | 0     | -     | 0          | 0                          | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                        | 0.0   | 0.0   | -     | 0.0        | 0.0                      | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 0     | 0     | -     | 0          | 0                        | 0     | 2     | -     | 2          | 0                          | 0     | 0     | -     | 0          | 2          |
| % Bicycles on Road   | -                        | 0.0   | 0.0   | -     | 0.0        | 0.0                      | 0.0   | 1.6   | -     | 1.2        | -                          | 0.0   | 0.0   | -     | 0.0        | 0.5        |
| Pedestrians          | -                        | -     | -     | 11    | -          | -                        | -     | -     | 7     | -          | -                          | -     | -     | 47    | -          | -          |
| % Pedestrians        | -                        | -     | -     | 100.0 | -          | -                        | -     | -     | 100.0 | -          | -                          | -     | -     | 100.0 | -          | -          |



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Count Name: Campbell St and Highland Ave  
Site Code:  
Start Date: 08/08/2017  
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Count Name: Campbell St and Chestnut Ave  
Site Code:  
Start Date: 08/08/2017  
Page No: 1

## Turning Movement Data

| Start Time           | Campbell Ave Eastbound |      |      |       |      |            | Campbell St Westbound |       |      |       |      |            | Chestnut Ave Northbound |       |      |       |      |            | Chestnut Ave Southbound |       |      |       |      |            | Int. Total |
|----------------------|------------------------|------|------|-------|------|------------|-----------------------|-------|------|-------|------|------------|-------------------------|-------|------|-------|------|------------|-------------------------|-------|------|-------|------|------------|------------|
|                      | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                | Left  | Thru | Right | Peds | App. Total | U-Turn                  | Left  | Thru | Right | Peds | App. Total | U-Turn                  | Left  | Thru | Right | Peds | App. Total |            |
| 7:00 AM              | 0                      | 4    | 24   | 0     | 0    | 28         | 0                     | 0     | 24   | 2     | 3    | 26         | 0                       | 0     | 1    | 2     | 3    | 3          | 0                       | 0     | 5    | 2     | 2    | 7          | 64         |
| 7:15 AM              | 0                      | 2    | 24   | 1     | 0    | 27         | 0                     | 0     | 18   | 3     | 2    | 21         | 0                       | 0     | 2    | 0     | 3    | 2          | 0                       | 2     | 4    | 1     | 3    | 7          | 57         |
| 7:30 AM              | 0                      | 5    | 26   | 0     | 1    | 31         | 0                     | 0     | 22   | 2     | 1    | 24         | 0                       | 1     | 1    | 0     | 0    | 2          | 0                       | 1     | 3    | 2     | 5    | 6          | 63         |
| 7:45 AM              | 0                      | 0    | 43   | 5     | 3    | 48         | 0                     | 1     | 25   | 2     | 4    | 28         | 0                       | 2     | 4    | 0     | 2    | 6          | 0                       | 0     | 4    | 1     | 5    | 5          | 87         |
| Hourly Total         | 0                      | 11   | 117  | 6     | 4    | 134        | 0                     | 1     | 89   | 9     | 10   | 99         | 0                       | 3     | 8    | 2     | 8    | 13         | 0                       | 3     | 16   | 6     | 15   | 25         | 271        |
| 8:00 AM              | 0                      | 2    | 34   | 1     | 1    | 37         | 0                     | 1     | 25   | 1     | 1    | 27         | 0                       | 0     | 1    | 0     | 2    | 1          | 0                       | 2     | 1    | 2     | 1    | 5          | 70         |
| 8:15 AM              | 0                      | 3    | 38   | 1     | 1    | 42         | 0                     | 0     | 28   | 2     | 3    | 30         | 0                       | 2     | 0    | 0     | 1    | 2          | 0                       | 2     | 2    | 2     | 3    | 6          | 80         |
| 8:30 AM              | 0                      | 6    | 38   | 1     | 1    | 45         | 0                     | 1     | 28   | 1     | 0    | 30         | 0                       | 1     | 1    | 0     | 2    | 2          | 0                       | 1     | 2    | 2     | 1    | 5          | 82         |
| 8:45 AM              | 0                      | 2    | 43   | 3     | 1    | 48         | 0                     | 0     | 26   | 2     | 2    | 28         | 0                       | 1     | 2    | 2     | 2    | 5          | 0                       | 1     | 0    | 2     | 2    | 3          | 84         |
| Hourly Total         | 0                      | 13   | 153  | 6     | 4    | 172        | 0                     | 2     | 107  | 6     | 6    | 115        | 0                       | 4     | 4    | 2     | 7    | 10         | 0                       | 6     | 5    | 8     | 7    | 19         | 316        |
| *** BREAK ***        | -                      | -    | -    | -     | -    | -          | -                     | -     | -    | -     | -    | -          | -                       | -     | -    | -     | -    | -          | -                       | -     | -    | -     | -    | -          | -          |
| 4:00 PM              | 0                      | 7    | 53   | 0     | 2    | 60         | 0                     | 0     | 29   | 1     | 1    | 30         | 0                       | 3     | 0    | 0     | 5    | 3          | 0                       | 1     | 2    | 6     | 0    | 9          | 102        |
| 4:15 PM              | 0                      | 4    | 35   | 0     | 1    | 39         | 0                     | 0     | 38   | 2     | 1    | 40         | 0                       | 6     | 1    | 0     | 0    | 7          | 0                       | 0     | 2    | 7     | 2    | 9          | 95         |
| 4:30 PM              | 0                      | 6    | 24   | 0     | 1    | 30         | 1                     | 2     | 30   | 5     | 0    | 38         | 0                       | 2     | 2    | 0     | 2    | 4          | 0                       | 3     | 1    | 6     | 0    | 10         | 82         |
| 4:45 PM              | 0                      | 3    | 33   | 4     | 0    | 40         | 0                     | 0     | 31   | 2     | 0    | 33         | 0                       | 2     | 2    | 3     | 2    | 7          | 0                       | 1     | 3    | 3     | 2    | 7          | 87         |
| Hourly Total         | 0                      | 20   | 145  | 4     | 4    | 169        | 1                     | 2     | 128  | 10    | 2    | 141        | 0                       | 13    | 5    | 3     | 9    | 21         | 0                       | 5     | 8    | 22    | 4    | 35         | 366        |
| 5:00 PM              | 0                      | 2    | 40   | 3     | 0    | 45         | 0                     | 0     | 34   | 0     | 0    | 34         | 0                       | 4     | 2    | 2     | 2    | 8          | 0                       | 1     | 1    | 9     | 2    | 11         | 98         |
| 5:15 PM              | 0                      | 7    | 41   | 2     | 0    | 50         | 2                     | 2     | 26   | 3     | 0    | 33         | 0                       | 4     | 2    | 0     | 0    | 6          | 0                       | 1     | 1    | 5     | 0    | 7          | 96         |
| 5:30 PM              | 0                      | 5    | 29   | 4     | 0    | 38         | 1                     | 5     | 35   | 6     | 2    | 47         | 0                       | 4     | 1    | 2     | 4    | 7          | 0                       | 5     | 2    | 3     | 4    | 10         | 102        |
| 5:45 PM              | 0                      | 6    | 50   | 3     | 1    | 59         | 2                     | 1     | 31   | 3     | 4    | 37         | 0                       | 2     | 8    | 3     | 6    | 13         | 0                       | 3     | 4    | 2     | 10   | 9          | 118        |
| Hourly Total         | 0                      | 20   | 160  | 12    | 1    | 192        | 5                     | 8     | 126  | 12    | 6    | 151        | 0                       | 14    | 13   | 7     | 12   | 34         | 0                       | 10    | 8    | 19    | 16   | 37         | 414        |
| Grand Total          | 0                      | 64   | 575  | 28    | 13   | 667        | 6                     | 13    | 450  | 37    | 24   | 506        | 0                       | 34    | 30   | 14    | 36   | 78         | 0                       | 24    | 37   | 55    | 42   | 116        | 1367       |
| Approach %           | 0.0                    | 9.6  | 86.2 | 4.2   | -    | -          | 1.2                   | 2.6   | 88.9 | 7.3   | -    | -          | 0.0                     | 43.6  | 38.5 | 17.9  | -    | -          | 0.0                     | 20.7  | 31.9 | 47.4  | -    | -          | -          |
| Total %              | 0.0                    | 4.7  | 42.1 | 2.0   | -    | 48.8       | 0.4                   | 1.0   | 32.9 | 2.7   | -    | 37.0       | 0.0                     | 2.5   | 2.2  | 1.0   | -    | 5.7        | 0.0                     | 1.8   | 2.7  | 4.0   | -    | 8.5        | -          |
| Lights               | 0                      | 60   | 564  | 27    | -    | 651        | 6                     | 13    | 440  | 35    | -    | 494        | 0                       | 34    | 27   | 13    | -    | 74         | 0                       | 24    | 34   | 53    | -    | 111        | 1330       |
| % Lights             | -                      | 93.8 | 98.1 | 96.4  | -    | 97.6       | 100.0                 | 100.0 | 97.8 | 94.6  | -    | 97.6       | -                       | 100.0 | 90.0 | 92.9  | -    | 94.9       | -                       | 100.0 | 91.9 | 96.4  | -    | 95.7       | 97.3       |
| Buses                | 0                      | 0    | 0    | 0     | -    | 0          | 0                     | 0     | 0    | 0     | -    | 0          | 0                       | 0     | 2    | 0     | -    | 2          | 0                       | 0     | 0    | 0     | -    | 0          | 2          |
| % Buses              | -                      | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0                   | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                       | 0.0   | 6.7  | 0.0   | -    | 2.6        | -                       | 0.0   | 0.0  | 0.0   | -    | 0.0        | 0.1        |
| Single-Unit Trucks   | 0                      | 0    | 7    | 0     | -    | 7          | 0                     | 0     | 5    | 2     | -    | 7          | 0                       | 0     | 1    | 1     | -    | 2          | 0                       | 0     | 1    | 2     | -    | 3          | 19         |
| % Single-Unit Trucks | -                      | 0.0  | 1.2  | 0.0   | -    | 1.0        | 0.0                   | 0.0   | 1.1  | 5.4   | -    | 1.4        | -                       | 0.0   | 3.3  | 7.1   | -    | 2.6        | -                       | 0.0   | 2.7  | 3.6   | -    | 2.6        | 1.4        |
| Articulated Trucks   | 0                      | 1    | 1    | 0     | -    | 2          | 0                     | 0     | 0    | 0     | -    | 0          | 0                       | 0     | 0    | 0     | -    | 0          | 0                       | 0     | 0    | 0     | -    | 0          | 2          |
| % Articulated Trucks | -                      | 1.6  | 0.2  | 0.0   | -    | 0.3        | 0.0                   | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                       | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                       | 0.0   | 0.0  | 0.0   | -    | 0.0        | 0.1        |
| Bicycles on Road     | 0                      | 3    | 3    | 1     | -    | 7          | 0                     | 0     | 5    | 0     | -    | 5          | 0                       | 0     | 0    | 0     | -    | 0          | 0                       | 0     | 2    | 0     | -    | 2          | 14         |
| % Bicycles on Road   | -                      | 4.7  | 0.5  | 3.6   | -    | 1.0        | 0.0                   | 0.0   | 1.1  | 0.0   | -    | 1.0        | -                       | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                       | 0.0   | 5.4  | 0.0   | -    | 1.7        | 1.0        |
| Pedestrians          | -                      | -    | -    | -     | 13   | -          | -                     | -     | -    | -     | 24   | -          | -                       | -     | -    | -     | 36   | -          | -                       | -     | -    | -     | 42   | -          | -          |



|               |   |   |   |   |       |   |   |   |   |   |       |   |   |   |   |       |   |   |   |   |       |   |   |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|-------|---|---|---|---|-------|---|---|
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|-------|---|---|---|---|-------|---|---|



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Count Name: Campbell St and Chestnut Ave  
Site Code:  
Start Date: 08/08/2017  
Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

| Start Time           | Campbell Ave Eastbound |       |       |       |       |            | Campbell St Westbound |       |       |       |       |            | Chestnut Ave Northbound |       |       |       |       |            | Chestnut Ave Southbound |       |       |       |       |            | Int. Total |
|----------------------|------------------------|-------|-------|-------|-------|------------|-----------------------|-------|-------|-------|-------|------------|-------------------------|-------|-------|-------|-------|------------|-------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                | Left  | Thru  | Right | Peds  | App. Total | U-Turn                  | Left  | Thru  | Right | Peds  | App. Total | U-Turn                  | Left  | Thru  | Right | Peds  | App. Total |            |
| 8:00 AM              | 0                      | 2     | 34    | 1     | 1     | 37         | 0                     | 1     | 25    | 1     | 1     | 27         | 0                       | 0     | 1     | 0     | 2     | 1          | 0                       | 2     | 1     | 2     | 1     | 5          | 70         |
| 8:15 AM              | 0                      | 3     | 38    | 1     | 1     | 42         | 0                     | 0     | 28    | 2     | 3     | 30         | 0                       | 2     | 0     | 0     | 1     | 2          | 0                       | 2     | 2     | 2     | 3     | 6          | 80         |
| 8:30 AM              | 0                      | 6     | 38    | 1     | 1     | 45         | 0                     | 1     | 28    | 1     | 0     | 30         | 0                       | 1     | 1     | 0     | 2     | 2          | 0                       | 1     | 2     | 2     | 1     | 5          | 82         |
| 8:45 AM              | 0                      | 2     | 43    | 3     | 1     | 48         | 0                     | 0     | 26    | 2     | 2     | 28         | 0                       | 1     | 2     | 2     | 2     | 5          | 0                       | 1     | 0     | 2     | 2     | 3          | 84         |
| Total                | 0                      | 13    | 153   | 6     | 4     | 172        | 0                     | 2     | 107   | 6     | 6     | 115        | 0                       | 4     | 4     | 2     | 7     | 10         | 0                       | 6     | 5     | 8     | 7     | 19         | 316        |
| Approach %           | 0.0                    | 7.6   | 89.0  | 3.5   | -     | -          | 0.0                   | 1.7   | 93.0  | 5.2   | -     | -          | 0.0                     | 40.0  | 40.0  | 20.0  | -     | -          | 0.0                     | 31.6  | 26.3  | 42.1  | -     | -          | -          |
| Total %              | 0.0                    | 4.1   | 48.4  | 1.9   | -     | 54.4       | 0.0                   | 0.6   | 33.9  | 1.9   | -     | 36.4       | 0.0                     | 1.3   | 1.3   | 0.6   | -     | 3.2        | 0.0                     | 1.9   | 1.6   | 2.5   | -     | 6.0        | -          |
| PHF                  | 0.000                  | 0.542 | 0.890 | 0.500 | -     | 0.896      | 0.000                 | 0.500 | 0.955 | 0.750 | -     | 0.958      | 0.000                   | 0.500 | 0.500 | 0.250 | -     | 0.500      | 0.000                   | 0.750 | 0.625 | 1.000 | -     | 0.792      | 0.940      |
| Lights               | 0                      | 13    | 151   | 6     | -     | 170        | 0                     | 2     | 104   | 5     | -     | 111        | 0                       | 4     | 4     | 2     | -     | 10         | 0                       | 6     | 5     | 7     | -     | 18         | 309        |
| % Lights             | -                      | 100.0 | 98.7  | 100.0 | -     | 98.8       | -                     | 100.0 | 97.2  | 83.3  | -     | 96.5       | -                       | 100.0 | 100.0 | 100.0 | -     | 100.0      | -                       | 100.0 | 100.0 | 87.5  | -     | 94.7       | 97.8       |
| Buses                | 0                      | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                     | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                      | 0     | 2     | 0     | -     | 2          | 0                     | 0     | 3     | 1     | -     | 4          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 1     | -     | 1          | 7          |
| % Single-Unit Trucks | -                      | 0.0   | 1.3   | 0.0   | -     | 1.2        | -                     | 0.0   | 2.8   | 16.7  | -     | 3.5        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 12.5  | -     | 5.3        | 2.2        |
| Articulated Trucks   | 0                      | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                     | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                      | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0          |
| % Bicycles on Road   | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                     | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Pedestrians          | -                      | -     | -     | -     | 4     | -          | -                     | -     | -     | -     | 6     | -          | -                       | -     | -     | -     | 7     | -          | -                       | -     | -     | -     | 7     | -          | -          |
| % Pedestrians        | -                      | -     | -     | -     | 100.0 | -          | -                     | -     | -     | -     | 100.0 | -          | -                       | -     | -     | -     | 100.0 | -          | -                       | -     | -     | -     | 100.0 | -          | -          |



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Count Name: Campbell St and Chestnut Ave  
Site Code:  
Start Date: 08/08/2017  
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### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | Campbell Ave Eastbound |       |       |       |       |            | Campbell St Westbound |       |       |       |       |            | Chestnut Ave Northbound |       |       |       |       |            | Chestnut Ave Southbound |       |       |       |       |            | Int. Total |
|----------------------|------------------------|-------|-------|-------|-------|------------|-----------------------|-------|-------|-------|-------|------------|-------------------------|-------|-------|-------|-------|------------|-------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                | Left  | Thru  | Right | Peds  | App. Total | U-Turn                  | Left  | Thru  | Right | Peds  | App. Total | U-Turn                  | Left  | Thru  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                      | 2     | 40    | 3     | 0     | 45         | 0                     | 0     | 34    | 0     | 0     | 34         | 0                       | 4     | 2     | 2     | 2     | 8          | 0                       | 1     | 1     | 9     | 2     | 11         | 98         |
| 5:15 PM              | 0                      | 7     | 41    | 2     | 0     | 50         | 2                     | 2     | 26    | 3     | 0     | 33         | 0                       | 4     | 2     | 0     | 0     | 6          | 0                       | 1     | 1     | 5     | 0     | 7          | 96         |
| 5:30 PM              | 0                      | 5     | 29    | 4     | 0     | 38         | 1                     | 5     | 35    | 6     | 2     | 47         | 0                       | 4     | 1     | 2     | 4     | 7          | 0                       | 5     | 2     | 3     | 4     | 10         | 102        |
| 5:45 PM              | 0                      | 6     | 50    | 3     | 1     | 59         | 2                     | 1     | 31    | 3     | 4     | 37         | 0                       | 2     | 8     | 3     | 6     | 13         | 0                       | 3     | 4     | 2     | 10    | 9          | 118        |
| Total                | 0                      | 20    | 160   | 12    | 1     | 192        | 5                     | 8     | 126   | 12    | 6     | 151        | 0                       | 14    | 13    | 7     | 12    | 34         | 0                       | 10    | 8     | 19    | 16    | 37         | 414        |
| Approach %           | 0.0                    | 10.4  | 83.3  | 6.3   | -     | -          | 3.3                   | 5.3   | 83.4  | 7.9   | -     | -          | 0.0                     | 41.2  | 38.2  | 20.6  | -     | -          | 0.0                     | 27.0  | 21.6  | 51.4  | -     | -          | -          |
| Total %              | 0.0                    | 4.8   | 38.6  | 2.9   | -     | 46.4       | 1.2                   | 1.9   | 30.4  | 2.9   | -     | 36.5       | 0.0                     | 3.4   | 3.1   | 1.7   | -     | 8.2        | 0.0                     | 2.4   | 1.9   | 4.6   | -     | 8.9        | -          |
| PHF                  | 0.000                  | 0.714 | 0.800 | 0.750 | -     | 0.814      | 0.625                 | 0.400 | 0.900 | 0.500 | -     | 0.803      | 0.000                   | 0.875 | 0.406 | 0.583 | -     | 0.654      | 0.000                   | 0.500 | 0.500 | 0.528 | -     | 0.841      | 0.877      |
| Lights               | 0                      | 20    | 157   | 11    | -     | 188        | 5                     | 8     | 123   | 12    | -     | 148        | 0                       | 14    | 13    | 7     | -     | 34         | 0                       | 10    | 6     | 19    | -     | 35         | 405        |
| % Lights             | -                      | 100.0 | 98.1  | 91.7  | -     | 97.9       | 100.0                 | 100.0 | 97.6  | 100.0 | -     | 98.0       | -                       | 100.0 | 100.0 | 100.0 | -     | 100.0      | -                       | 100.0 | 75.0  | 100.0 | -     | 94.6       | 97.8       |
| Buses                | 0                      | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                   | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                      | 0     | 2     | 0     | -     | 2          | 0                     | 0     | 1     | 0     | -     | 1          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 3          |
| % Single-Unit Trucks | -                      | 0.0   | 1.3   | 0.0   | -     | 1.0        | 0.0                   | 0.0   | 0.8   | 0.0   | -     | 0.7        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.7        |
| Articulated Trucks   | 0                      | 0     | 0     | 0     | -     | 0          | 0                     | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                   | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                      | 0     | 1     | 1     | -     | 2          | 0                     | 0     | 2     | 0     | -     | 2          | 0                       | 0     | 0     | 0     | -     | 0          | 0                       | 0     | 2     | 0     | -     | 2          | 6          |
| % Bicycles on Road   | -                      | 0.0   | 0.6   | 8.3   | -     | 1.0        | 0.0                   | 0.0   | 1.6   | 0.0   | -     | 1.3        | -                       | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                       | 0.0   | 25.0  | 0.0   | -     | 5.4        | 1.4        |
| Pedestrians          | -                      | -     | -     | -     | 1     | -          | -                     | -     | -     | -     | 6     | -          | -                       | -     | -     | -     | 12    | -          | -                       | -     | -     | -     | 16    | -          | -          |
| % Pedestrians        | -                      | -     | -     | -     | 100.0 | -          | -                     | -     | -     | -     | 100.0 | -          | -                       | -     | -     | -     | 100.0 | -          | -                       | -     | -     | -     | 100.0 | -          | -          |



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Count Name: Campbell St and Chestnut Ave  
Site Code:  
Start Date: 08/08/2017  
Page No: 5



**Kenig Lindgren O'Hara Aboona, Inc.**  
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Count Name: Sigwalt/Vail  
Site Code:  
Start Date: 05/18/2017  
Page No: 1

## Turning Movement Data

| Start Time           | Sigwalt Street Eastbound |      |      |       |      |            | Sigwalt Street Westbound |      |      |       |      |            | Vail Avenue Northbound |       |      |       |      |            | Vail Avenue Southbound |      |      |       |      |            | Int. Total |
|----------------------|--------------------------|------|------|-------|------|------------|--------------------------|------|------|-------|------|------------|------------------------|-------|------|-------|------|------------|------------------------|------|------|-------|------|------------|------------|
|                      | U-Turn                   | Left | Thru | Right | Peds | App. Total | U-Turn                   | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left  | Thru | Right | Peds | App. Total | U-Turn                 | Left | Thru | Right | Peds | App. Total |            |
| 7:00 AM              | 0                        | 10   | 52   | 1     | 4    | 63         | 0                        | 1    | 24   | 15    | 2    | 40         | 0                      | 1     | 17   | 1     | 2    | 19         | 0                      | 9    | 2    | 1     | 1    | 12         | 134        |
| 7:15 AM              | 0                        | 2    | 33   | 1     | 1    | 36         | 0                        | 2    | 18   | 6     | 0    | 26         | 0                      | 1     | 8    | 4     | 3    | 13         | 0                      | 14   | 7    | 1     | 0    | 22         | 97         |
| 7:30 AM              | 0                        | 10   | 61   | 3     | 3    | 74         | 0                        | 5    | 28   | 15    | 1    | 48         | 0                      | 3     | 13   | 6     | 0    | 22         | 0                      | 16   | 6    | 0     | 2    | 22         | 166        |
| 7:45 AM              | 0                        | 8    | 73   | 2     | 6    | 83         | 0                        | 3    | 37   | 14    | 2    | 54         | 0                      | 4     | 23   | 2     | 4    | 29         | 0                      | 23   | 15   | 1     | 0    | 39         | 205        |
| Hourly Total         | 0                        | 30   | 219  | 7     | 14   | 256        | 0                        | 11   | 107  | 50    | 5    | 168        | 0                      | 9     | 61   | 13    | 9    | 83         | 0                      | 62   | 30   | 3     | 3    | 95         | 602        |
| 8:00 AM              | 0                        | 2    | 44   | 0     | 2    | 46         | 0                        | 1    | 35   | 11    | 0    | 47         | 0                      | 3     | 13   | 4     | 0    | 20         | 0                      | 16   | 10   | 2     | 4    | 28         | 141        |
| 8:15 AM              | 0                        | 1    | 35   | 1     | 2    | 37         | 0                        | 1    | 25   | 8     | 3    | 34         | 0                      | 1     | 5    | 2     | 0    | 8          | 0                      | 12   | 8    | 1     | 4    | 21         | 100        |
| 8:30 AM              | 0                        | 1    | 31   | 2     | 0    | 34         | 0                        | 1    | 27   | 4     | 1    | 32         | 0                      | 1     | 9    | 3     | 0    | 13         | 0                      | 14   | 7    | 3     | 0    | 24         | 103        |
| 8:45 AM              | 0                        | 3    | 32   | 1     | 0    | 36         | 0                        | 2    | 31   | 11    | 0    | 44         | 0                      | 1     | 6    | 3     | 2    | 10         | 0                      | 16   | 5    | 3     | 0    | 24         | 114        |
| Hourly Total         | 0                        | 7    | 142  | 4     | 4    | 153        | 0                        | 5    | 118  | 34    | 4    | 157        | 0                      | 6     | 33   | 12    | 2    | 51         | 0                      | 58   | 30   | 9     | 8    | 97         | 458        |
| *** BREAK ***        | -                        | -    | -    | -     | -    | -          | -                        | -    | -    | -     | -    | -          | -                      | -     | -    | -     | -    | -          | -                      | -    | -    | -     | -    | -          | -          |
| 4:00 PM              | 0                        | 2    | 41   | 2     | 5    | 45         | 0                        | 2    | 41   | 28    | 0    | 71         | 0                      | 0     | 14   | 2     | 5    | 16         | 1                      | 23   | 14   | 8     | 6    | 46         | 178        |
| 4:15 PM              | 0                        | 2    | 34   | 3     | 5    | 39         | 0                        | 1    | 34   | 20    | 2    | 55         | 0                      | 0     | 14   | 2     | 0    | 16         | 1                      | 17   | 8    | 5     | 6    | 31         | 141        |
| 4:30 PM              | 0                        | 4    | 39   | 0     | 6    | 43         | 0                        | 4    | 50   | 30    | 5    | 84         | 0                      | 1     | 12   | 0     | 1    | 13         | 0                      | 19   | 13   | 5     | 6    | 37         | 177        |
| 4:45 PM              | 0                        | 5    | 37   | 1     | 0    | 43         | 0                        | 2    | 44   | 26    | 2    | 72         | 0                      | 1     | 10   | 3     | 2    | 14         | 1                      | 18   | 12   | 8     | 6    | 39         | 168        |
| Hourly Total         | 0                        | 13   | 151  | 6     | 16   | 170        | 0                        | 9    | 169  | 104   | 9    | 282        | 0                      | 2     | 50   | 7     | 8    | 59         | 3                      | 77   | 47   | 26    | 24   | 153        | 664        |
| 5:00 PM              | 0                        | 4    | 39   | 1     | 6    | 44         | 0                        | 1    | 52   | 28    | 2    | 81         | 0                      | 3     | 13   | 2     | 2    | 18         | 0                      | 21   | 13   | 11    | 3    | 45         | 188        |
| 5:15 PM              | 0                        | 3    | 44   | 0     | 3    | 47         | 0                        | 6    | 57   | 17    | 0    | 80         | 0                      | 5     | 14   | 8     | 2    | 27         | 0                      | 17   | 4    | 8     | 0    | 29         | 183        |
| 5:30 PM              | 0                        | 5    | 40   | 1     | 4    | 46         | 0                        | 4    | 47   | 25    | 5    | 76         | 0                      | 3     | 18   | 4     | 3    | 25         | 0                      | 19   | 17   | 9     | 5    | 45         | 192        |
| 5:45 PM              | 1                        | 11   | 36   | 2     | 5    | 50         | 0                        | 4    | 47   | 29    | 5    | 80         | 0                      | 4     | 18   | 4     | 7    | 26         | 0                      | 22   | 10   | 11    | 6    | 43         | 199        |
| Hourly Total         | 1                        | 23   | 159  | 4     | 18   | 187        | 0                        | 15   | 203  | 99    | 12   | 317        | 0                      | 15    | 63   | 18    | 14   | 96         | 0                      | 79   | 44   | 39    | 14   | 162        | 762        |
| Grand Total          | 1                        | 73   | 671  | 21    | 52   | 766        | 0                        | 40   | 597  | 287   | 30   | 924        | 0                      | 32    | 207  | 50    | 33   | 289        | 3                      | 276  | 151  | 77    | 49   | 507        | 2486       |
| Approach %           | 0.1                      | 9.5  | 87.6 | 2.7   | -    | -          | 0.0                      | 4.3  | 64.6 | 31.1  | -    | -          | 0.0                    | 11.1  | 71.6 | 17.3  | -    | -          | 0.6                    | 54.4 | 29.8 | 15.2  | -    | -          | -          |
| Total %              | 0.0                      | 2.9  | 27.0 | 0.8   | -    | 30.8       | 0.0                      | 1.6  | 24.0 | 11.5  | -    | 37.2       | 0.0                    | 1.3   | 8.3  | 2.0   | -    | 11.6       | 0.1                    | 11.1 | 6.1  | 3.1   | -    | 20.4       | -          |
| Lights               | 1                        | 71   | 654  | 20    | -    | 746        | 0                        | 38   | 585  | 283   | -    | 906        | 0                      | 32    | 203  | 48    | -    | 283        | 3                      | 268  | 147  | 77    | -    | 495        | 2430       |
| % Lights             | 100.0                    | 97.3 | 97.5 | 95.2  | -    | 97.4       | -                        | 95.0 | 98.0 | 98.6  | -    | 98.1       | -                      | 100.0 | 98.1 | 96.0  | -    | 97.9       | 100.0                  | 97.1 | 97.4 | 100.0 | -    | 97.6       | 97.7       |
| Buses                | 0                        | 0    | 2    | 0     | -    | 2          | 0                        | 1    | 1    | 0     | -    | 2          | 0                      | 0     | 0    | 0     | -    | 0          | 0                      | 1    | 1    | 0     | -    | 2          | 6          |
| % Buses              | 0.0                      | 0.0  | 0.3  | 0.0   | -    | 0.3        | -                        | 2.5  | 0.2  | 0.0   | -    | 0.2        | -                      | 0.0   | 0.0  | 0.0   | -    | 0.0        | 0.0                    | 0.4  | 0.7  | 0.0   | -    | 0.4        | 0.2        |
| Single-Unit Trucks   | 0                        | 0    | 9    | 1     | -    | 10         | 0                        | 0    | 8    | 4     | -    | 12         | 0                      | 0     | 2    | 0     | -    | 2          | 0                      | 5    | 1    | 0     | -    | 6          | 30         |
| % Single-Unit Trucks | 0.0                      | 0.0  | 1.3  | 4.8   | -    | 1.3        | -                        | 0.0  | 1.3  | 1.4   | -    | 1.3        | -                      | 0.0   | 1.0  | 0.0   | -    | 0.7        | 0.0                    | 1.8  | 0.7  | 0.0   | -    | 1.2        | 1.2        |
| Articulated Trucks   | 0                        | 1    | 0    | 0     | -    | 1          | 0                        | 0    | 0    | 0     | -    | 0          | 0                      | 0     | 0    | 0     | -    | 0          | 0                      | 0    | 0    | 0     | -    | 0          | 1          |
| % Articulated Trucks | 0.0                      | 1.4  | 0.0  | 0.0   | -    | 0.1        | -                        | 0.0  | 0.0  | 0.0   | -    | 0.0        | -                      | 0.0   | 0.0  | 0.0   | -    | 0.0        | 0.0                    | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 1    | 6    | 0     | -    | 7          | 0                        | 1    | 3    | 0     | -    | 4          | 0                      | 0     | 2    | 2     | -    | 4          | 0                      | 2    | 2    | 0     | -    | 4          | 19         |
| % Bicycles on Road   | 0.0                      | 1.4  | 0.9  | 0.0   | -    | 0.9        | -                        | 2.5  | 0.5  | 0.0   | -    | 0.4        | -                      | 0.0   | 1.0  | 4.0   | -    | 1.4        | 0.0                    | 0.7  | 1.3  | 0.0   | -    | 0.8        | 0.8        |
| Pedestrians          | -                        | -    | -    | -     | 52   | -          | -                        | -    | -    | -     | 30   | -          | -                      | -     | -    | -     | 33   | -          | -                      | -    | -    | -     | 49   | -          | -          |



|               |   |   |   |   |       |   |   |   |   |   |       |   |   |   |   |       |   |   |   |   |       |   |   |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|-------|---|---|---|---|-------|---|---|
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|-------|---|---|---|---|-------|---|---|



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Site Code:  
Start Date: 05/18/2017  
Page No: 3

### Turning Movement Peak Hour Data (7:30 AM)

| Start Time           | Sigwalt Street Eastbound |       |       |       |       |            | Sigwalt Street Westbound |       |       |       |       |            | Vail Avenue Northbound |       |       |       |       |            | Vail Avenue Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------------|-------|-------|-------|-------|------------|--------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total |            |
| 7:30 AM              | 0                        | 10    | 61    | 3     | 3     | 74         | 0                        | 5     | 28    | 15    | 1     | 48         | 0                      | 3     | 13    | 6     | 0     | 22         | 0                      | 16    | 6     | 0     | 2     | 22         | 166        |
| 7:45 AM              | 0                        | 8     | 73    | 2     | 6     | 83         | 0                        | 3     | 37    | 14    | 2     | 54         | 0                      | 4     | 23    | 2     | 4     | 29         | 0                      | 23    | 15    | 1     | 0     | 39         | 205        |
| 8:00 AM              | 0                        | 2     | 44    | 0     | 2     | 46         | 0                        | 1     | 35    | 11    | 0     | 47         | 0                      | 3     | 13    | 4     | 0     | 20         | 0                      | 16    | 10    | 2     | 4     | 28         | 141        |
| 8:15 AM              | 0                        | 1     | 35    | 1     | 2     | 37         | 0                        | 1     | 25    | 8     | 3     | 34         | 0                      | 1     | 5     | 2     | 0     | 8          | 0                      | 12    | 8     | 1     | 4     | 21         | 100        |
| Total                | 0                        | 21    | 213   | 6     | 13    | 240        | 0                        | 10    | 125   | 48    | 6     | 183        | 0                      | 11    | 54    | 14    | 4     | 79         | 0                      | 67    | 39    | 4     | 10    | 110        | 612        |
| Approach %           | 0.0                      | 8.8   | 88.8  | 2.5   | -     | -          | 0.0                      | 5.5   | 68.3  | 26.2  | -     | -          | 0.0                    | 13.9  | 68.4  | 17.7  | -     | -          | 0.0                    | 60.9  | 35.5  | 3.6   | -     | -          | -          |
| Total %              | 0.0                      | 3.4   | 34.8  | 1.0   | -     | 39.2       | 0.0                      | 1.6   | 20.4  | 7.8   | -     | 29.9       | 0.0                    | 1.8   | 8.8   | 2.3   | -     | 12.9       | 0.0                    | 10.9  | 6.4   | 0.7   | -     | 18.0       | -          |
| PHF                  | 0.000                    | 0.525 | 0.729 | 0.500 | -     | 0.723      | 0.000                    | 0.500 | 0.845 | 0.800 | -     | 0.847      | 0.000                  | 0.688 | 0.587 | 0.583 | -     | 0.681      | 0.000                  | 0.728 | 0.650 | 0.500 | -     | 0.705      | 0.746      |
| Lights               | 0                        | 20    | 210   | 6     | -     | 236        | 0                        | 8     | 123   | 45    | -     | 176        | 0                      | 11    | 52    | 13    | -     | 76         | 0                      | 66    | 36    | 4     | -     | 106        | 594        |
| % Lights             | -                        | 95.2  | 98.6  | 100.0 | -     | 98.3       | -                        | 80.0  | 98.4  | 93.8  | -     | 96.2       | -                      | 100.0 | 96.3  | 92.9  | -     | 96.2       | -                      | 98.5  | 92.3  | 100.0 | -     | 96.4       | 97.1       |
| Buses                | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 1     | 1     | 0     | -     | 2          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 1     | 0     | -     | 1          | 3          |
| % Buses              | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 10.0  | 0.8   | 0.0   | -     | 1.1        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 2.6   | 0.0   | -     | 0.9        | 0.5        |
| Single-Unit Trucks   | 0                        | 0     | 1     | 0     | -     | 1          | 0                        | 0     | 1     | 3     | -     | 4          | 0                      | 0     | 1     | 0     | -     | 1          | 0                      | 1     | 1     | 0     | -     | 2          | 8          |
| % Single-Unit Trucks | -                        | 0.0   | 0.5   | 0.0   | -     | 0.4        | -                        | 0.0   | 0.8   | 6.3   | -     | 2.2        | -                      | 0.0   | 1.9   | 0.0   | -     | 1.3        | -                      | 1.5   | 2.6   | 0.0   | -     | 1.8        | 1.3        |
| Articulated Trucks   | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 1     | 2     | 0     | -     | 3          | 0                        | 1     | 0     | 0     | -     | 1          | 0                      | 0     | 1     | 1     | -     | 2          | 0                      | 0     | 1     | 0     | -     | 1          | 7          |
| % Bicycles on Road   | -                        | 4.8   | 0.9   | 0.0   | -     | 1.3        | -                        | 10.0  | 0.0   | 0.0   | -     | 0.5        | -                      | 0.0   | 1.9   | 7.1   | -     | 2.5        | -                      | 0.0   | 2.6   | 0.0   | -     | 0.9        | 1.1        |
| Pedestrians          | -                        | -     | -     | -     | 13    | -          | -                        | -     | -     | -     | 6     | -          | -                      | -     | -     | -     | 4     | -          | -                      | -     | -     | -     | 10    | -          | -          |
| % Pedestrians        | -                        | -     | -     | -     | 100.0 | -          | -                        | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -          |



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Site Code:  
Start Date: 05/18/2017  
Page No: 4

### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | Sigwalt Street Eastbound |       |       |       |       |            | Sigwalt Street Westbound |       |       |       |       |            | Vail Avenue Northbound |       |       |       |       |            | Vail Avenue Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------------|-------|-------|-------|-------|------------|--------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                        | 4     | 39    | 1     | 6     | 44         | 0                        | 1     | 52    | 28    | 2     | 81         | 0                      | 3     | 13    | 2     | 2     | 18         | 0                      | 21    | 13    | 11    | 3     | 45         | 188        |
| 5:15 PM              | 0                        | 3     | 44    | 0     | 3     | 47         | 0                        | 6     | 57    | 17    | 0     | 80         | 0                      | 5     | 14    | 8     | 2     | 27         | 0                      | 17    | 4     | 8     | 0     | 29         | 183        |
| 5:30 PM              | 0                        | 5     | 40    | 1     | 4     | 46         | 0                        | 4     | 47    | 25    | 5     | 76         | 0                      | 3     | 18    | 4     | 3     | 25         | 0                      | 19    | 17    | 9     | 5     | 45         | 192        |
| 5:45 PM              | 1                        | 11    | 36    | 2     | 5     | 50         | 0                        | 4     | 47    | 29    | 5     | 80         | 0                      | 4     | 18    | 4     | 7     | 26         | 0                      | 22    | 10    | 11    | 6     | 43         | 199        |
| Total                | 1                        | 23    | 159   | 4     | 18    | 187        | 0                        | 15    | 203   | 99    | 12    | 317        | 0                      | 15    | 63    | 18    | 14    | 96         | 0                      | 79    | 44    | 39    | 14    | 162        | 762        |
| Approach %           | 0.5                      | 12.3  | 85.0  | 2.1   | -     | -          | 0.0                      | 4.7   | 64.0  | 31.2  | -     | -          | 0.0                    | 15.6  | 65.6  | 18.8  | -     | -          | 0.0                    | 48.8  | 27.2  | 24.1  | -     | -          | -          |
| Total %              | 0.1                      | 3.0   | 20.9  | 0.5   | -     | 24.5       | 0.0                      | 2.0   | 26.6  | 13.0  | -     | 41.6       | 0.0                    | 2.0   | 8.3   | 2.4   | -     | 12.6       | 0.0                    | 10.4  | 5.8   | 5.1   | -     | 21.3       | -          |
| PHF                  | 0.250                    | 0.523 | 0.903 | 0.500 | -     | 0.935      | 0.000                    | 0.625 | 0.890 | 0.853 | -     | 0.978      | 0.000                  | 0.750 | 0.875 | 0.563 | -     | 0.889      | 0.000                  | 0.898 | 0.647 | 0.886 | -     | 0.900      | 0.957      |
| Lights               | 1                        | 23    | 155   | 4     | -     | 183        | 0                        | 15    | 197   | 99    | -     | 311        | 0                      | 15    | 62    | 17    | -     | 94         | 0                      | 77    | 44    | 39    | -     | 160        | 748        |
| % Lights             | 100.0                    | 100.0 | 97.5  | 100.0 | -     | 97.9       | -                        | 100.0 | 97.0  | 100.0 | -     | 98.1       | -                      | 100.0 | 98.4  | 94.4  | -     | 97.9       | -                      | 97.5  | 100.0 | 100.0 | -     | 98.8       | 98.2       |
| Buses                | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | 0.0                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                        | 0     | 2     | 0     | -     | 2          | 0                        | 0     | 4     | 0     | -     | 4          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 6          |
| % Single-Unit Trucks | 0.0                      | 0.0   | 1.3   | 0.0   | -     | 1.1        | -                        | 0.0   | 2.0   | 0.0   | -     | 1.3        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.8        |
| Articulated Trucks   | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | 0.0                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 0     | 2     | 0     | -     | 2          | 0                        | 0     | 2     | 0     | -     | 2          | 0                      | 0     | 1     | 1     | -     | 2          | 0                      | 2     | 0     | 0     | -     | 2          | 8          |
| % Bicycles on Road   | 0.0                      | 0.0   | 1.3   | 0.0   | -     | 1.1        | -                        | 0.0   | 1.0   | 0.0   | -     | 0.6        | -                      | 0.0   | 1.6   | 5.6   | -     | 2.1        | -                      | 2.5   | 0.0   | 0.0   | -     | 1.2        | 1.0        |
| Pedestrians          | -                        | -     | -     | -     | 18    | -          | -                        | -     | -     | -     | 12    | -          | -                      | -     | -     | -     | 14    | -          | -                      | -     | -     | -     | 14    | -          | -          |
| % Pedestrians        | -                        | -     | -     | -     | 100.0 | -          | -                        | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -          |



**Kenig Lindgren O'Hara Aboona, Inc.**  
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Count Name: Sigwalt/Vail  
Site Code:  
Start Date: 05/18/2017  
Page No: 5



**Kenig Lindgren O'Hara Aboona, Inc.**  
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Count Name: Sigwalt/Chestnut  
Site Code:  
Start Date: 05/18/2017  
Page No: 1

## Turning Movement Data

| Start Time           | Sigwalt Street Eastbound |       |      |       |      |            | Sigwalt Street Westbound |       |      |       |      |            | Chestnut Avenue Northbound |       |       |       |      |            | Chestnut Avenue Southbound |       |      |       |      |            | Int. Total |
|----------------------|--------------------------|-------|------|-------|------|------------|--------------------------|-------|------|-------|------|------------|----------------------------|-------|-------|-------|------|------------|----------------------------|-------|------|-------|------|------------|------------|
|                      | U-Turn                   | Left  | Thru | Right | Peds | App. Total | U-Turn                   | Left  | Thru | Right | Peds | App. Total | U-Turn                     | Left  | Thru  | Right | Peds | App. Total | U-Turn                     | Left  | Thru | Right | Peds | App. Total |            |
| 7:00 AM              | 0                        | 0     | 58   | 0     | 0    | 58         | 0                        | 0     | 26   | 0     | 1    | 26         | 0                          | 1     | 0     | 1     | 2    | 2          | 0                          | 1     | 2    | 2     | 2    | 5          | 91         |
| 7:15 AM              | 0                        | 0     | 29   | 0     | 0    | 29         | 0                        | 0     | 14   | 2     | 1    | 16         | 0                          | 1     | 0     | 0     | 3    | 1          | 0                          | 1     | 0    | 0     | 1    | 1          | 47         |
| 7:30 AM              | 0                        | 0     | 53   | 1     | 0    | 54         | 0                        | 2     | 30   | 1     | 0    | 33         | 0                          | 0     | 0     | 2     | 1    | 2          | 0                          | 4     | 4    | 0     | 1    | 8          | 97         |
| 7:45 AM              | 0                        | 1     | 70   | 0     | 1    | 71         | 0                        | 0     | 39   | 3     | 3    | 42         | 0                          | 0     | 1     | 1     | 0    | 2          | 0                          | 2     | 2    | 1     | 0    | 5          | 120        |
| Hourly Total         | 0                        | 1     | 210  | 1     | 1    | 212        | 0                        | 2     | 109  | 6     | 5    | 117        | 0                          | 2     | 1     | 4     | 6    | 7          | 0                          | 8     | 8    | 3     | 4    | 19         | 355        |
| 8:00 AM              | 0                        | 2     | 39   | 1     | 0    | 42         | 0                        | 0     | 36   | 2     | 0    | 38         | 0                          | 1     | 0     | 1     | 1    | 2          | 1                          | 1     | 1    | 0     | 0    | 3          | 85         |
| 8:15 AM              | 0                        | 0     | 30   | 1     | 0    | 31         | 0                        | 2     | 22   | 3     | 0    | 27         | 0                          | 1     | 0     | 1     | 0    | 2          | 0                          | 1     | 1    | 1     | 0    | 3          | 63         |
| 8:30 AM              | 0                        | 0     | 24   | 2     | 0    | 26         | 0                        | 0     | 31   | 2     | 0    | 33         | 0                          | 0     | 0     | 1     | 0    | 1          | 0                          | 1     | 1    | 1     | 0    | 3          | 63         |
| 8:45 AM              | 0                        | 1     | 32   | 0     | 3    | 33         | 0                        | 1     | 29   | 3     | 0    | 33         | 0                          | 0     | 1     | 0     | 0    | 1          | 0                          | 3     | 1    | 2     | 0    | 6          | 73         |
| Hourly Total         | 0                        | 3     | 125  | 4     | 3    | 132        | 0                        | 3     | 118  | 10    | 0    | 131        | 0                          | 2     | 1     | 3     | 1    | 6          | 1                          | 6     | 4    | 4     | 0    | 15         | 284        |
| *** BREAK ***        | -                        | -     | -    | -     | -    | -          | -                        | -     | -    | -     | -    | -          | -                          | -     | -     | -     | -    | -          | -                          | -     | -    | -     | -    | -          | -          |
| 4:00 PM              | 0                        | 3     | 26   | 0     | 0    | 29         | 0                        | 1     | 39   | 4     | 3    | 44         | 0                          | 0     | 1     | 1     | 7    | 2          | 0                          | 3     | 2    | 1     | 1    | 6          | 81         |
| 4:15 PM              | 0                        | 1     | 25   | 0     | 1    | 26         | 0                        | 0     | 34   | 1     | 2    | 35         | 0                          | 0     | 1     | 1     | 6    | 2          | 0                          | 8     | 2    | 1     | 1    | 11         | 74         |
| 4:30 PM              | 0                        | 0     | 31   | 2     | 1    | 33         | 0                        | 0     | 50   | 0     | 0    | 50         | 0                          | 0     | 0     | 2     | 1    | 2          | 0                          | 1     | 3    | 0     | 3    | 4          | 89         |
| 4:45 PM              | 0                        | 1     | 33   | 0     | 0    | 34         | 0                        | 4     | 45   | 8     | 2    | 57         | 0                          | 0     | 0     | 0     | 2    | 0          | 0                          | 2     | 2    | 2     | 2    | 6          | 97         |
| Hourly Total         | 0                        | 5     | 115  | 2     | 2    | 122        | 0                        | 5     | 168  | 13    | 7    | 186        | 0                          | 0     | 2     | 4     | 16   | 6          | 0                          | 14    | 9    | 4     | 7    | 27         | 341        |
| 5:00 PM              | 0                        | 1     | 30   | 0     | 0    | 31         | 0                        | 2     | 61   | 3     | 1    | 66         | 0                          | 2     | 0     | 1     | 1    | 3          | 0                          | 8     | 0    | 1     | 0    | 9          | 109        |
| 5:15 PM              | 0                        | 0     | 39   | 0     | 0    | 39         | 0                        | 0     | 54   | 6     | 1    | 60         | 0                          | 1     | 2     | 0     | 3    | 3          | 0                          | 2     | 5    | 2     | 0    | 9          | 111        |
| 5:30 PM              | 0                        | 4     | 30   | 1     | 1    | 35         | 0                        | 1     | 43   | 5     | 1    | 49         | 0                          | 0     | 1     | 2     | 1    | 3          | 0                          | 5     | 1    | 2     | 1    | 8          | 95         |
| 5:45 PM              | 0                        | 2     | 32   | 1     | 1    | 35         | 0                        | 2     | 49   | 14    | 0    | 65         | 0                          | 0     | 0     | 1     | 3    | 1          | 0                          | 5     | 1    | 0     | 1    | 6          | 107        |
| Hourly Total         | 0                        | 7     | 131  | 2     | 2    | 140        | 0                        | 5     | 207  | 28    | 3    | 240        | 0                          | 3     | 3     | 4     | 8    | 10         | 0                          | 20    | 7    | 5     | 2    | 32         | 422        |
| Grand Total          | 0                        | 16    | 581  | 9     | 8    | 606        | 0                        | 15    | 602  | 57    | 15   | 674        | 0                          | 7     | 7     | 15    | 31   | 29         | 1                          | 48    | 28   | 16    | 13   | 93         | 1402       |
| Approach %           | 0.0                      | 2.6   | 95.9 | 1.5   | -    | -          | 0.0                      | 2.2   | 89.3 | 8.5   | -    | -          | 0.0                        | 24.1  | 24.1  | 51.7  | -    | -          | 1.1                        | 51.6  | 30.1 | 17.2  | -    | -          | -          |
| Total %              | 0.0                      | 1.1   | 41.4 | 0.6   | -    | 43.2       | 0.0                      | 1.1   | 42.9 | 4.1   | -    | 48.1       | 0.0                        | 0.5   | 0.5   | 1.1   | -    | 2.1        | 0.1                        | 3.4   | 2.0  | 1.1   | -    | 6.6        | -          |
| Lights               | 0                        | 16    | 568  | 8     | -    | 592        | 0                        | 15    | 587  | 55    | -    | 657        | 0                          | 7     | 7     | 15    | -    | 29         | 1                          | 48    | 27   | 16    | -    | 92         | 1370       |
| % Lights             | -                        | 100.0 | 97.8 | 88.9  | -    | 97.7       | -                        | 100.0 | 97.5 | 96.5  | -    | 97.5       | -                          | 100.0 | 100.0 | 100.0 | -    | 100.0      | 100.0                      | 100.0 | 96.4 | 100.0 | -    | 98.9       | 97.7       |
| Buses                | 0                        | 0     | 1    | 0     | -    | 1          | 0                        | 0     | 3    | 0     | -    | 3          | 0                          | 0     | 0     | 0     | -    | 0          | 0                          | 0     | 0    | 0     | -    | 0          | 4          |
| % Buses              | -                        | 0.0   | 0.2  | 0.0   | -    | 0.2        | -                        | 0.0   | 0.5  | 0.0   | -    | 0.4        | -                          | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0                        | 0.0   | 0.0  | 0.0   | -    | 0.0        | 0.3        |
| Single-Unit Trucks   | 0                        | 0     | 4    | 1     | -    | 5          | 0                        | 0     | 8    | 1     | -    | 9          | 0                          | 0     | 0     | 0     | -    | 0          | 0                          | 0     | 0    | 0     | -    | 0          | 14         |
| % Single-Unit Trucks | -                        | 0.0   | 0.7  | 11.1  | -    | 0.8        | -                        | 0.0   | 1.3  | 1.8   | -    | 1.3        | -                          | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0                        | 0.0   | 0.0  | 0.0   | -    | 0.0        | 1.0        |
| Articulated Trucks   | 0                        | 0     | 0    | 0     | -    | 0          | 0                        | 0     | 0    | 0     | -    | 0          | 0                          | 0     | 0     | 0     | -    | 0          | 0                          | 0     | 0    | 0     | -    | 0          | 0          |
| % Articulated Trucks | -                        | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                        | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0                        | 0.0   | 0.0  | 0.0   | -    | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 0     | 8    | 0     | -    | 8          | 0                        | 0     | 4    | 1     | -    | 5          | 0                          | 0     | 0     | 0     | -    | 0          | 0                          | 0     | 1    | 0     | -    | 1          | 14         |
| % Bicycles on Road   | -                        | 0.0   | 1.4  | 0.0   | -    | 1.3        | -                        | 0.0   | 0.7  | 1.8   | -    | 0.7        | -                          | 0.0   | 0.0   | 0.0   | -    | 0.0        | 0.0                        | 0.0   | 3.6  | 0.0   | -    | 1.1        | 1.0        |
| Pedestrians          | -                        | -     | -    | -     | 8    | -          | -                        | -     | -    | -     | 15   | -          | -                          | -     | -     | -     | 31   | -          | -                          | -     | -    | -     | 13   | -          | -          |



|               |   |   |   |   |       |   |   |   |   |   |       |   |   |   |   |       |   |   |   |   |       |   |   |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|-------|---|---|---|---|-------|---|---|
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|-------|---|---|---|---|-------|---|---|



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Count Name: Sigwalt/Chestnut  
Site Code:  
Start Date: 05/18/2017  
Page No: 3

### Turning Movement Peak Hour Data (7:30 AM)

| Start Time           | Sigwalt Street Eastbound |       |       |       |       |            | Sigwalt Street Westbound |       |       |       |       |            | Chestnut Avenue Northbound |       |       |       |       |            | Chestnut Avenue Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------------|-------|-------|-------|-------|------------|--------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total |            |
| 7:30 AM              | 0                        | 0     | 53    | 1     | 0     | 54         | 0                        | 2     | 30    | 1     | 0     | 33         | 0                          | 0     | 0     | 2     | 1     | 2          | 0                          | 4     | 4     | 0     | 1     | 8          | 97         |
| 7:45 AM              | 0                        | 1     | 70    | 0     | 1     | 71         | 0                        | 0     | 39    | 3     | 3     | 42         | 0                          | 0     | 1     | 1     | 0     | 2          | 0                          | 2     | 2     | 1     | 0     | 5          | 120        |
| 8:00 AM              | 0                        | 2     | 39    | 1     | 0     | 42         | 0                        | 0     | 36    | 2     | 0     | 38         | 0                          | 1     | 0     | 1     | 1     | 2          | 1                          | 1     | 1     | 0     | 0     | 3          | 85         |
| 8:15 AM              | 0                        | 0     | 30    | 1     | 0     | 31         | 0                        | 2     | 22    | 3     | 0     | 27         | 0                          | 1     | 0     | 1     | 0     | 2          | 0                          | 1     | 1     | 1     | 0     | 3          | 63         |
| Total                | 0                        | 3     | 192   | 3     | 1     | 198        | 0                        | 4     | 127   | 9     | 3     | 140        | 0                          | 2     | 1     | 5     | 2     | 8          | 1                          | 8     | 8     | 2     | 1     | 19         | 365        |
| Approach %           | 0.0                      | 1.5   | 97.0  | 1.5   | -     | -          | 0.0                      | 2.9   | 90.7  | 6.4   | -     | -          | 0.0                        | 25.0  | 12.5  | 62.5  | -     | -          | 5.3                        | 42.1  | 42.1  | 10.5  | -     | -          | -          |
| Total %              | 0.0                      | 0.8   | 52.6  | 0.8   | -     | 54.2       | 0.0                      | 1.1   | 34.8  | 2.5   | -     | 38.4       | 0.0                        | 0.5   | 0.3   | 1.4   | -     | 2.2        | 0.3                        | 2.2   | 2.2   | 0.5   | -     | 5.2        | -          |
| PHF                  | 0.000                    | 0.375 | 0.686 | 0.750 | -     | 0.697      | 0.000                    | 0.500 | 0.814 | 0.750 | -     | 0.833      | 0.000                      | 0.500 | 0.250 | 0.625 | -     | 1.000      | 0.250                      | 0.500 | 0.500 | 0.500 | -     | 0.594      | 0.760      |
| Lights               | 0                        | 3     | 189   | 3     | -     | 195        | 0                        | 4     | 124   | 7     | -     | 135        | 0                          | 2     | 1     | 5     | -     | 8          | 1                          | 8     | 8     | 2     | -     | 19         | 357        |
| % Lights             | -                        | 100.0 | 98.4  | 100.0 | -     | 98.5       | -                        | 100.0 | 97.6  | 77.8  | -     | 96.4       | -                          | 100.0 | 100.0 | 100.0 | -     | 100.0      | 100.0                      | 100.0 | 100.0 | 100.0 | -     | 100.0      | 97.8       |
| Buses                | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 1     | 0     | -     | 1          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 1          |
| % Buses              | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.8   | 0.0   | -     | 0.7        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.3        |
| Single-Unit Trucks   | 0                        | 0     | 1     | 0     | -     | 1          | 0                        | 0     | 2     | 1     | -     | 3          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 4          |
| % Single-Unit Trucks | -                        | 0.0   | 0.5   | 0.0   | -     | 0.5        | -                        | 0.0   | 1.6   | 11.1  | -     | 2.1        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | 1.1        |
| Articulated Trucks   | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 0     | 2     | 0     | -     | 2          | 0                        | 0     | 0     | 1     | -     | 1          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 3          |
| % Bicycles on Road   | -                        | 0.0   | 1.0   | 0.0   | -     | 1.0        | -                        | 0.0   | 0.0   | 11.1  | -     | 0.7        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.8        |
| Pedestrians          | -                        | -     | -     | -     | 1     | -          | -                        | -     | -     | -     | 3     | -          | -                          | -     | -     | -     | 2     | -          | -                          | -     | -     | -     | 1     | -          | -          |
| % Pedestrians        | -                        | -     | -     | -     | 100.0 | -          | -                        | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -          |



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Site Code:  
Start Date: 05/18/2017  
Page No: 4

### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | Sigwalt Street Eastbound |       |       |       |       |            | Sigwalt Street Westbound |       |       |       |       |            | Chestnut Avenue Northbound |       |       |       |       |            | Chestnut Avenue Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------------|-------|-------|-------|-------|------------|--------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                        | 1     | 30    | 0     | 0     | 31         | 0                        | 2     | 61    | 3     | 1     | 66         | 0                          | 2     | 0     | 1     | 1     | 3          | 0                          | 8     | 0     | 1     | 0     | 9          | 109        |
| 5:15 PM              | 0                        | 0     | 39    | 0     | 0     | 39         | 0                        | 0     | 54    | 6     | 1     | 60         | 0                          | 1     | 2     | 0     | 3     | 3          | 0                          | 2     | 5     | 2     | 0     | 9          | 111        |
| 5:30 PM              | 0                        | 4     | 30    | 1     | 1     | 35         | 0                        | 1     | 43    | 5     | 1     | 49         | 0                          | 0     | 1     | 2     | 1     | 3          | 0                          | 5     | 1     | 2     | 1     | 8          | 95         |
| 5:45 PM              | 0                        | 2     | 32    | 1     | 1     | 35         | 0                        | 2     | 49    | 14    | 0     | 65         | 0                          | 0     | 0     | 1     | 3     | 1          | 0                          | 5     | 1     | 0     | 1     | 6          | 107        |
| Total                | 0                        | 7     | 131   | 2     | 2     | 140        | 0                        | 5     | 207   | 28    | 3     | 240        | 0                          | 3     | 3     | 4     | 8     | 10         | 0                          | 20    | 7     | 5     | 2     | 32         | 422        |
| Approach %           | 0.0                      | 5.0   | 93.6  | 1.4   | -     | -          | 0.0                      | 2.1   | 86.3  | 11.7  | -     | -          | 0.0                        | 30.0  | 30.0  | 40.0  | -     | -          | 0.0                        | 62.5  | 21.9  | 15.6  | -     | -          | -          |
| Total %              | 0.0                      | 1.7   | 31.0  | 0.5   | -     | 33.2       | 0.0                      | 1.2   | 49.1  | 6.6   | -     | 56.9       | 0.0                        | 0.7   | 0.7   | 0.9   | -     | 2.4        | 0.0                        | 4.7   | 1.7   | 1.2   | -     | 7.6        | -          |
| PHF                  | 0.000                    | 0.438 | 0.840 | 0.500 | -     | 0.897      | 0.000                    | 0.625 | 0.848 | 0.500 | -     | 0.909      | 0.000                      | 0.375 | 0.375 | 0.500 | -     | 0.833      | 0.000                      | 0.625 | 0.350 | 0.625 | -     | 0.889      | 0.950      |
| Lights               | 0                        | 7     | 126   | 2     | -     | 135        | 0                        | 5     | 201   | 28    | -     | 234        | 0                          | 3     | 3     | 4     | -     | 10         | 0                          | 20    | 6     | 5     | -     | 31         | 410        |
| % Lights             | -                        | 100.0 | 96.2  | 100.0 | -     | 96.4       | -                        | 100.0 | 97.1  | 100.0 | -     | 97.5       | -                          | 100.0 | 100.0 | 100.0 | -     | 100.0      | -                          | 100.0 | 85.7  | 100.0 | -     | 96.9       | 97.2       |
| Buses                | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 1     | 0     | -     | 1          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 1          |
| % Buses              | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.5   | 0.0   | -     | 0.4        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.2        |
| Single-Unit Trucks   | 0                        | 0     | 2     | 0     | -     | 2          | 0                        | 0     | 3     | 0     | -     | 3          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 5          |
| % Single-Unit Trucks | -                        | 0.0   | 1.5   | 0.0   | -     | 1.4        | -                        | 0.0   | 1.4   | 0.0   | -     | 1.3        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 1.2        |
| Articulated Trucks   | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 0     | 3     | 0     | -     | 3          | 0                        | 0     | 2     | 0     | -     | 2          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 1     | 0     | -     | 1          | 6          |
| % Bicycles on Road   | -                        | 0.0   | 2.3   | 0.0   | -     | 2.1        | -                        | 0.0   | 1.0   | 0.0   | -     | 0.8        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 14.3  | 0.0   | -     | 3.1        | 1.4        |
| Pedestrians          | -                        | -     | -     | -     | 2     | -          | -                        | -     | -     | -     | 3     | -          | -                          | -     | -     | -     | 8     | -          | -                          | -     | -     | -     | 2     | -          | -          |
| % Pedestrians        | -                        | -     | -     | -     | 100.0 | -          | -                        | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -          |



**Kenig Lindgren O'Hara Aboona, Inc.**  
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(847)518-9990

Count Name: Sigwalt/Chestnut

Site Code:

Start Date: 05/18/2017

Page No: 5



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

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

Count Name: Highland/South  
Site Code:  
Start Date: 05/18/2017  
Page No: 1

## Turning Movement Data

| Start Time           | South Street Eastbound |      |      |       |      |            | South Street Westbound |       |      |       |      |            | Highland Avenue Northbound |      |      |       |      |            | Highland Avenue Southbound |      |      |       |      |            | Int. Total |
|----------------------|------------------------|------|------|-------|------|------------|------------------------|-------|------|-------|------|------------|----------------------------|------|------|-------|------|------------|----------------------------|------|------|-------|------|------------|------------|
|                      | U-Turn                 | Left | Thru | Right | Peds | App. Total | U-Turn                 | Left  | Thru | Right | Peds | App. Total | U-Turn                     | Left | Thru | Right | Peds | App. Total | U-Turn                     | Left | Thru | Right | Peds | App. Total |            |
| 7:00 AM              | 0                      | 0    | 5    | 2     | 1    | 7          | 0                      | 4     | 12   | 2     | 0    | 18         | 0                          | 2    | 3    | 0     | 1    | 5          | 0                          | 0    | 1    | 2     | 0    | 3          | 33         |
| 7:15 AM              | 0                      | 2    | 9    | 2     | 0    | 13         | 0                      | 8     | 17   | 0     | 0    | 25         | 0                          | 2    | 4    | 1     | 0    | 7          | 0                          | 2    | 2    | 2     | 0    | 6          | 51         |
| 7:30 AM              | 0                      | 6    | 4    | 32    | 1    | 42         | 0                      | 37    | 24   | 2     | 2    | 63         | 0                          | 3    | 15   | 17    | 2    | 35         | 0                          | 1    | 5    | 6     | 1    | 12         | 152        |
| 7:45 AM              | 0                      | 1    | 9    | 14    | 0    | 24         | 0                      | 6     | 18   | 1     | 0    | 25         | 0                          | 11   | 23   | 9     | 0    | 43         | 0                          | 1    | 7    | 1     | 0    | 9          | 101        |
| Hourly Total         | 0                      | 9    | 27   | 50    | 2    | 86         | 0                      | 55    | 71   | 5     | 2    | 131        | 0                          | 18   | 45   | 27    | 3    | 90         | 0                          | 4    | 15   | 11    | 1    | 30         | 337        |
| 8:00 AM              | 0                      | 2    | 7    | 2     | 0    | 11         | 1                      | 1     | 24   | 0     | 0    | 26         | 0                          | 13   | 0    | 1     | 0    | 14         | 0                          | 6    | 3    | 5     | 0    | 14         | 65         |
| 8:15 AM              | 0                      | 1    | 3    | 2     | 0    | 6          | 0                      | 2     | 13   | 0     | 0    | 15         | 0                          | 10   | 7    | 1     | 1    | 18         | 0                          | 1    | 4    | 2     | 0    | 7          | 46         |
| 8:30 AM              | 0                      | 1    | 12   | 1     | 0    | 14         | 0                      | 1     | 10   | 0     | 1    | 11         | 0                          | 7    | 3    | 0     | 1    | 10         | 0                          | 1    | 3    | 0     | 0    | 4          | 39         |
| 8:45 AM              | 0                      | 1    | 8    | 3     | 1    | 12         | 0                      | 1     | 13   | 0     | 2    | 14         | 0                          | 5    | 3    | 0     | 2    | 8          | 0                          | 1    | 3    | 0     | 0    | 4          | 38         |
| Hourly Total         | 0                      | 5    | 30   | 8     | 1    | 43         | 1                      | 5     | 60   | 0     | 3    | 66         | 0                          | 35   | 13   | 2     | 4    | 50         | 0                          | 9    | 13   | 7     | 0    | 29         | 188        |
| *** BREAK ***        | -                      | -    | -    | -     | -    | -          | -                      | -     | -    | -     | -    | -          | -                          | -    | -    | -     | -    | -          | -                          | -    | -    | -     | -    | -          | -          |
| 4:00 PM              | 0                      | 0    | 8    | 3     | 1    | 11         | 0                      | 1     | 9    | 1     | 1    | 11         | 0                          | 0    | 6    | 2     | 2    | 8          | 0                          | 1    | 1    | 1     | 1    | 3          | 33         |
| 4:15 PM              | 0                      | 0    | 11   | 0     | 1    | 11         | 0                      | 3     | 9    | 1     | 1    | 13         | 0                          | 2    | 4    | 3     | 2    | 9          | 0                          | 1    | 2    | 0     | 1    | 3          | 36         |
| 4:30 PM              | 0                      | 1    | 13   | 5     | 0    | 19         | 0                      | 1     | 15   | 1     | 2    | 17         | 0                          | 1    | 5    | 1     | 1    | 7          | 0                          | 1    | 2    | 1     | 1    | 4          | 47         |
| 4:45 PM              | 0                      | 1    | 5    | 1     | 0    | 7          | 0                      | 1     | 6    | 1     | 1    | 8          | 0                          | 2    | 5    | 0     | 3    | 7          | 0                          | 1    | 4    | 1     | 3    | 6          | 28         |
| Hourly Total         | 0                      | 2    | 37   | 9     | 2    | 48         | 0                      | 6     | 39   | 4     | 5    | 49         | 0                          | 5    | 20   | 6     | 8    | 31         | 0                          | 4    | 9    | 3     | 6    | 16         | 144        |
| 5:00 PM              | 0                      | 0    | 6    | 0     | 0    | 6          | 0                      | 1     | 14   | 1     | 1    | 16         | 0                          | 0    | 4    | 1     | 0    | 5          | 0                          | 1    | 9    | 0     | 1    | 10         | 37         |
| 5:15 PM              | 0                      | 0    | 16   | 0     | 2    | 16         | 0                      | 2     | 16   | 0     | 1    | 18         | 0                          | 2    | 6    | 2     | 2    | 10         | 0                          | 1    | 6    | 1     | 0    | 8          | 52         |
| 5:30 PM              | 0                      | 3    | 7    | 0     | 3    | 10         | 0                      | 1     | 10   | 1     | 2    | 12         | 0                          | 0    | 11   | 1     | 2    | 12         | 0                          | 0    | 5    | 3     | 0    | 8          | 42         |
| 5:45 PM              | 0                      | 0    | 5    | 8     | 0    | 13         | 0                      | 6     | 15   | 0     | 3    | 21         | 1                          | 2    | 8    | 1     | 4    | 12         | 0                          | 1    | 7    | 3     | 1    | 11         | 57         |
| Hourly Total         | 0                      | 3    | 34   | 8     | 5    | 45         | 0                      | 10    | 55   | 2     | 7    | 67         | 1                          | 4    | 29   | 5     | 8    | 39         | 0                          | 3    | 27   | 7     | 2    | 37         | 188        |
| Grand Total          | 0                      | 19   | 128  | 75    | 10   | 222        | 1                      | 76    | 225  | 11    | 17   | 313        | 1                          | 62   | 107  | 40    | 23   | 210        | 0                          | 20   | 64   | 28    | 9    | 112        | 857        |
| Approach %           | 0.0                    | 8.6  | 57.7 | 33.8  | -    | -          | 0.3                    | 24.3  | 71.9 | 3.5   | -    | -          | 0.5                        | 29.5 | 51.0 | 19.0  | -    | -          | 0.0                        | 17.9 | 57.1 | 25.0  | -    | -          | -          |
| Total %              | 0.0                    | 2.2  | 14.9 | 8.8   | -    | 25.9       | 0.1                    | 8.9   | 26.3 | 1.3   | -    | 36.5       | 0.1                        | 7.2  | 12.5 | 4.7   | -    | 24.5       | 0.0                        | 2.3  | 7.5  | 3.3   | -    | 13.1       | -          |
| Lights               | 0                      | 17   | 127  | 72    | -    | 216        | 1                      | 76    | 213  | 11    | -    | 301        | 1                          | 60   | 101  | 40    | -    | 202        | 0                          | 19   | 62   | 28    | -    | 109        | 828        |
| % Lights             | -                      | 89.5 | 99.2 | 96.0  | -    | 97.3       | 100.0                  | 100.0 | 94.7 | 100.0 | -    | 96.2       | 100.0                      | 96.8 | 94.4 | 100.0 | -    | 96.2       | -                          | 95.0 | 96.9 | 100.0 | -    | 97.3       | 96.6       |
| Buses                | 0                      | 1    | 0    | 0     | -    | 1          | 0                      | 0     | 8    | 0     | -    | 8          | 0                          | 0    | 1    | 0     | -    | 1          | 0                          | 0    | 0    | 0     | -    | 0          | 10         |
| % Buses              | -                      | 5.3  | 0.0  | 0.0   | -    | 0.5        | 0.0                    | 0.0   | 3.6  | 0.0   | -    | 2.6        | 0.0                        | 0.0  | 0.9  | 0.0   | -    | 0.5        | -                          | 0.0  | 0.0  | 0.0   | -    | 0.0        | 1.2        |
| Single-Unit Trucks   | 0                      | 1    | 0    | 2     | -    | 3          | 0                      | 0     | 1    | 0     | -    | 1          | 0                          | 0    | 1    | 0     | -    | 1          | 0                          | 1    | 1    | 0     | -    | 2          | 7          |
| % Single-Unit Trucks | -                      | 5.3  | 0.0  | 2.7   | -    | 1.4        | 0.0                    | 0.0   | 0.4  | 0.0   | -    | 0.3        | 0.0                        | 0.0  | 0.9  | 0.0   | -    | 0.5        | -                          | 5.0  | 1.6  | 0.0   | -    | 1.8        | 0.8        |
| Articulated Trucks   | 0                      | 0    | 0    | 0     | -    | 0          | 0                      | 0     | 0    | 0     | -    | 0          | 0                          | 0    | 0    | 0     | -    | 0          | 0                          | 0    | 0    | 0     | -    | 0          | 0          |
| % Articulated Trucks | -                      | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0                    | 0.0   | 0.0  | 0.0   | -    | 0.0        | 0.0                        | 0.0  | 0.0  | 0.0   | -    | 0.0        | -                          | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0        |
| Bicycles on Road     | 0                      | 0    | 1    | 1     | -    | 2          | 0                      | 0     | 3    | 0     | -    | 3          | 0                          | 2    | 4    | 0     | -    | 6          | 0                          | 0    | 1    | 0     | -    | 1          | 12         |
| % Bicycles on Road   | -                      | 0.0  | 0.8  | 1.3   | -    | 0.9        | 0.0                    | 0.0   | 1.3  | 0.0   | -    | 1.0        | 0.0                        | 3.2  | 3.7  | 0.0   | -    | 2.9        | -                          | 0.0  | 1.6  | 0.0   | -    | 0.9        | 1.4        |
| Pedestrians          | -                      | -    | -    | -     | 10   | -          | -                      | -     | -    | -     | 17   | -          | -                          | -    | -    | -     | 23   | -          | -                          | -    | -    | -     | 9    | -          | -          |



|               |   |   |   |   |       |   |   |   |   |   |       |   |   |   |   |       |   |   |   |   |       |   |   |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|-------|---|---|---|---|-------|---|---|
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|-------|---|---|---|---|-------|---|---|



**Kenig Lindgren O'Hara Aboona, Inc.**  
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(847)518-9990

Count Name: Highland/South  
Site Code:  
Start Date: 05/18/2017  
Page No: 3

### Turning Movement Peak Hour Data (7:30 AM)

| Start Time           | South Street Eastbound |       |       |       |       |            | South Street Westbound |       |       |       |       |            | Highland Avenue Northbound |       |       |       |       |            | Highland Avenue Southbound |       |       |       |       |            | Int. Total |
|----------------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total |            |
| 7:30 AM              | 0                      | 6     | 4     | 32    | 1     | 42         | 0                      | 37    | 24    | 2     | 2     | 63         | 0                          | 3     | 15    | 17    | 2     | 35         | 0                          | 1     | 5     | 6     | 1     | 12         | 152        |
| 7:45 AM              | 0                      | 1     | 9     | 14    | 0     | 24         | 0                      | 6     | 18    | 1     | 0     | 25         | 0                          | 11    | 23    | 9     | 0     | 43         | 0                          | 1     | 7     | 1     | 0     | 9          | 101        |
| 8:00 AM              | 0                      | 2     | 7     | 2     | 0     | 11         | 1                      | 1     | 24    | 0     | 0     | 26         | 0                          | 13    | 0     | 1     | 0     | 14         | 0                          | 6     | 3     | 5     | 0     | 14         | 65         |
| 8:15 AM              | 0                      | 1     | 3     | 2     | 0     | 6          | 0                      | 2     | 13    | 0     | 0     | 15         | 0                          | 10    | 7     | 1     | 1     | 18         | 0                          | 1     | 4     | 2     | 0     | 7          | 46         |
| Total                | 0                      | 10    | 23    | 50    | 1     | 83         | 1                      | 46    | 79    | 3     | 2     | 129        | 0                          | 37    | 45    | 28    | 3     | 110        | 0                          | 9     | 19    | 14    | 1     | 42         | 364        |
| Approach %           | 0.0                    | 12.0  | 27.7  | 60.2  | -     | -          | 0.8                    | 35.7  | 61.2  | 2.3   | -     | -          | 0.0                        | 33.6  | 40.9  | 25.5  | -     | -          | 0.0                        | 21.4  | 45.2  | 33.3  | -     | -          | -          |
| Total %              | 0.0                    | 2.7   | 6.3   | 13.7  | -     | 22.8       | 0.3                    | 12.6  | 21.7  | 0.8   | -     | 35.4       | 0.0                        | 10.2  | 12.4  | 7.7   | -     | 30.2       | 0.0                        | 2.5   | 5.2   | 3.8   | -     | 11.5       | -          |
| PHF                  | 0.000                  | 0.417 | 0.639 | 0.391 | -     | 0.494      | 0.250                  | 0.311 | 0.823 | 0.375 | -     | 0.512      | 0.000                      | 0.712 | 0.489 | 0.412 | -     | 0.640      | 0.000                      | 0.375 | 0.679 | 0.583 | -     | 0.750      | 0.599      |
| Lights               | 0                      | 9     | 23    | 49    | -     | 81         | 1                      | 46    | 73    | 3     | -     | 123        | 0                          | 37    | 43    | 28    | -     | 108        | 0                          | 9     | 19    | 14    | -     | 42         | 354        |
| % Lights             | -                      | 90.0  | 100.0 | 98.0  | -     | 97.6       | 100.0                  | 100.0 | 92.4  | 100.0 | -     | 95.3       | -                          | 100.0 | 95.6  | 100.0 | -     | 98.2       | -                          | 100.0 | 100.0 | 100.0 | -     | 100.0      | 97.3       |
| Buses                | 0                      | 1     | 0     | 0     | -     | 1          | 0                      | 0     | 5     | 0     | -     | 5          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 6          |
| % Buses              | -                      | 10.0  | 0.0   | 0.0   | -     | 1.2        | 0.0                    | 0.0   | 6.3   | 0.0   | -     | 3.9        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 1.6        |
| Single-Unit Trucks   | 0                      | 0     | 0     | 1     | -     | 1          | 0                      | 0     | 1     | 0     | -     | 1          | 0                          | 0     | 1     | 0     | -     | 1          | 0                          | 0     | 0     | 0     | -     | 0          | 3          |
| % Single-Unit Trucks | -                      | 0.0   | 0.0   | 2.0   | -     | 1.2        | 0.0                    | 0.0   | 1.3   | 0.0   | -     | 0.8        | -                          | 0.0   | 2.2   | 0.0   | -     | 0.9        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.8        |
| Articulated Trucks   | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                    | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 1     | 0     | -     | 1          | 0                          | 0     | 0     | 0     | -     | 0          | 1          |
| % Bicycles on Road   | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                    | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 2.2   | 0.0   | -     | 0.9        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.3        |
| Pedestrians          | -                      | -     | -     | -     | 1     | -          | -                      | -     | -     | -     | 2     | -          | -                          | -     | -     | -     | 3     | -          | -                          | -     | -     | -     | 1     | -          | -          |
| % Pedestrians        | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -          |



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Count Name: Highland/South  
Site Code:  
Start Date: 05/18/2017  
Page No: 4

### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | South Street Eastbound |       |       |       |       |            | South Street Westbound |       |       |       |       |            | Highland Avenue Northbound |       |       |       |       |            | Highland Avenue Southbound |       |       |       |       |            | Int. Total |
|----------------------|------------------------|-------|-------|-------|-------|------------|------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                 | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                      | 0     | 6     | 0     | 0     | 6          | 0                      | 1     | 14    | 1     | 1     | 16         | 0                          | 0     | 4     | 1     | 0     | 5          | 0                          | 1     | 9     | 0     | 1     | 10         | 37         |
| 5:15 PM              | 0                      | 0     | 16    | 0     | 2     | 16         | 0                      | 2     | 16    | 0     | 1     | 18         | 0                          | 2     | 6     | 2     | 2     | 10         | 0                          | 1     | 6     | 1     | 0     | 8          | 52         |
| 5:30 PM              | 0                      | 3     | 7     | 0     | 3     | 10         | 0                      | 1     | 10    | 1     | 2     | 12         | 0                          | 0     | 11    | 1     | 2     | 12         | 0                          | 0     | 5     | 3     | 0     | 8          | 42         |
| 5:45 PM              | 0                      | 0     | 5     | 8     | 0     | 13         | 0                      | 6     | 15    | 0     | 3     | 21         | 1                          | 2     | 8     | 1     | 4     | 12         | 0                          | 1     | 7     | 3     | 1     | 11         | 57         |
| Total                | 0                      | 3     | 34    | 8     | 5     | 45         | 0                      | 10    | 55    | 2     | 7     | 67         | 1                          | 4     | 29    | 5     | 8     | 39         | 0                          | 3     | 27    | 7     | 2     | 37         | 188        |
| Approach %           | 0.0                    | 6.7   | 75.6  | 17.8  | -     | -          | 0.0                    | 14.9  | 82.1  | 3.0   | -     | -          | 2.6                        | 10.3  | 74.4  | 12.8  | -     | -          | 0.0                        | 8.1   | 73.0  | 18.9  | -     | -          | -          |
| Total %              | 0.0                    | 1.6   | 18.1  | 4.3   | -     | 23.9       | 0.0                    | 5.3   | 29.3  | 1.1   | -     | 35.6       | 0.5                        | 2.1   | 15.4  | 2.7   | -     | 20.7       | 0.0                        | 1.6   | 14.4  | 3.7   | -     | 19.7       | -          |
| PHF                  | 0.000                  | 0.250 | 0.531 | 0.250 | -     | 0.703      | 0.000                  | 0.417 | 0.859 | 0.500 | -     | 0.798      | 0.250                      | 0.500 | 0.659 | 0.625 | -     | 0.813      | 0.000                      | 0.750 | 0.750 | 0.583 | -     | 0.841      | 0.825      |
| Lights               | 0                      | 3     | 33    | 8     | -     | 44         | 0                      | 10    | 55    | 2     | -     | 67         | 1                          | 4     | 27    | 5     | -     | 37         | 0                          | 3     | 26    | 7     | -     | 36         | 184        |
| % Lights             | -                      | 100.0 | 97.1  | 100.0 | -     | 97.8       | -                      | 100.0 | 100.0 | 100.0 | -     | 100.0      | 100.0                      | 100.0 | 93.1  | 100.0 | -     | 94.9       | -                          | 100.0 | 96.3  | 100.0 | -     | 97.3       | 97.9       |
| Buses                | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0          |
| % Single-Unit Trucks | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Articulated Trucks   | 0                      | 0     | 0     | 0     | -     | 0          | 0                      | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                      | 0     | 1     | 0     | -     | 1          | 0                      | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 2     | 0     | -     | 2          | 0                          | 0     | 1     | 0     | -     | 1          | 4          |
| % Bicycles on Road   | -                      | 0.0   | 2.9   | 0.0   | -     | 2.2        | -                      | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0                        | 0.0   | 6.9   | 0.0   | -     | 5.1        | -                          | 0.0   | 3.7   | 0.0   | -     | 2.7        | 2.1        |
| Pedestrians          | -                      | -     | -     | -     | 5     | -          | -                      | -     | -     | -     | 7     | -          | -                          | -     | -     | -     | 8     | -          | -                          | -     | -     | -     | 2     | -          | -          |
| % Pedestrians        | -                      | -     | -     | -     | 100.0 | -          | -                      | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -          |



**Kenig Lindgren O'Hara Aboona, Inc.**  
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(847)518-9990

Count Name: Highland/South  
Site Code:  
Start Date: 05/18/2017  
Page No: 5



**Kenig Lindgren O'Hara Aboona, Inc.**  
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(847)518-9990

Count Name: Highland/Sigwalt  
Site Code:  
Start Date: 05/18/2017  
Page No: 1

## Turning Movement Data

| Start Time           | Sigwalt Street Eastbound |       |      |       |      |            | Sigwalt Street Westbound |      |      |       |      |            | Highland Avenue Northbound |      |      |       |      |            | Highland Avenue Southbound |      |      |       |      |            | Int. Total |
|----------------------|--------------------------|-------|------|-------|------|------------|--------------------------|------|------|-------|------|------------|----------------------------|------|------|-------|------|------------|----------------------------|------|------|-------|------|------------|------------|
|                      | U-Turn                   | Left  | Thru | Right | Peds | App. Total | U-Turn                   | Left | Thru | Right | Peds | App. Total | U-Turn                     | Left | Thru | Right | Peds | App. Total | U-Turn                     | Left | Thru | Right | Peds | App. Total |            |
| 7:00 AM              | 0                        | 11    | 55   | 0     | 1    | 66         | 0                        | 3    | 20   | 2     | 0    | 25         | 0                          | 0    | 4    | 1     | 3    | 5          | 0                          | 6    | 0    | 1     | 2    | 7          | 103        |
| 7:15 AM              | 0                        | 1     | 27   | 1     | 1    | 29         | 0                        | 3    | 15   | 5     | 0    | 23         | 0                          | 0    | 4    | 2     | 2    | 6          | 0                          | 8    | 2    | 4     | 0    | 14         | 72         |
| 7:30 AM              | 0                        | 6     | 52   | 1     | 0    | 59         | 0                        | 5    | 23   | 1     | 0    | 29         | 0                          | 6    | 5    | 15    | 2    | 26         | 0                          | 4    | 3    | 3     | 1    | 10         | 124        |
| 7:45 AM              | 0                        | 10    | 60   | 2     | 1    | 72         | 0                        | 3    | 34   | 4     | 1    | 41         | 0                          | 5    | 7    | 14    | 3    | 26         | 0                          | 6    | 2    | 0     | 1    | 8          | 147        |
| Hourly Total         | 0                        | 28    | 194  | 4     | 3    | 226        | 0                        | 14   | 92   | 12    | 1    | 118        | 0                          | 11   | 20   | 32    | 10   | 63         | 0                          | 24   | 7    | 8     | 4    | 39         | 446        |
| 8:00 AM              | 0                        | 0     | 40   | 1     | 0    | 41         | 0                        | 1    | 39   | 3     | 0    | 43         | 0                          | 1    | 0    | 2     | 1    | 3          | 0                          | 4    | 2    | 0     | 0    | 6          | 93         |
| 8:15 AM              | 0                        | 2     | 25   | 1     | 1    | 28         | 0                        | 3    | 23   | 2     | 0    | 28         | 0                          | 2    | 5    | 3     | 0    | 10         | 0                          | 7    | 1    | 1     | 3    | 9          | 75         |
| 8:30 AM              | 0                        | 2     | 25   | 0     | 1    | 27         | 0                        | 1    | 26   | 2     | 0    | 29         | 0                          | 2    | 2    | 2     | 0    | 6          | 0                          | 4    | 1    | 5     | 1    | 10         | 72         |
| 8:45 AM              | 0                        | 2     | 31   | 1     | 2    | 34         | 0                        | 2    | 30   | 3     | 0    | 35         | 0                          | 0    | 1    | 4     | 0    | 5          | 0                          | 2    | 2    | 3     | 2    | 7          | 81         |
| Hourly Total         | 0                        | 6     | 121  | 3     | 4    | 130        | 0                        | 7    | 118  | 10    | 0    | 135        | 0                          | 5    | 8    | 11    | 1    | 24         | 0                          | 17   | 6    | 9     | 6    | 32         | 321        |
| *** BREAK ***        | -                        | -     | -    | -     | -    | -          | -                        | -    | -    | -     | -    | -          | -                          | -    | -    | -     | -    | -          | -                          | -    | -    | -     | -    | -          | -          |
| 4:00 PM              | 0                        | 0     | 30   | 0     | 0    | 30         | 0                        | 3    | 38   | 8     | 1    | 49         | 0                          | 0    | 2    | 6     | 4    | 8          | 2                          | 8    | 0    | 7     | 2    | 17         | 104        |
| 4:15 PM              | 0                        | 0     | 32   | 2     | 1    | 34         | 0                        | 1    | 32   | 6     | 2    | 39         | 0                          | 1    | 1    | 2     | 2    | 4          | 0                          | 3    | 0    | 1     | 2    | 4          | 81         |
| 4:30 PM              | 0                        | 1     | 33   | 0     | 1    | 34         | 0                        | 1    | 45   | 7     | 1    | 53         | 0                          | 0    | 3    | 2     | 5    | 5          | 1                          | 7    | 3    | 4     | 4    | 15         | 107        |
| 4:45 PM              | 0                        | 3     | 31   | 0     | 0    | 34         | 0                        | 1    | 40   | 10    | 1    | 51         | 0                          | 3    | 1    | 6     | 0    | 10         | 0                          | 5    | 2    | 11    | 1    | 18         | 113        |
| Hourly Total         | 0                        | 4     | 126  | 2     | 2    | 132        | 0                        | 6    | 155  | 31    | 5    | 192        | 0                          | 4    | 7    | 16    | 11   | 27         | 3                          | 23   | 5    | 23    | 9    | 54         | 405        |
| 5:00 PM              | 0                        | 1     | 35   | 1     | 1    | 37         | 0                        | 3    | 56   | 9     | 0    | 68         | 0                          | 2    | 1    | 1     | 0    | 4          | 0                          | 10   | 7    | 7     | 3    | 24         | 133        |
| 5:15 PM              | 0                        | 3     | 40   | 2     | 2    | 45         | 0                        | 4    | 56   | 14    | 1    | 74         | 0                          | 1    | 3    | 1     | 4    | 5          | 0                          | 6    | 0    | 5     | 0    | 11         | 135        |
| 5:30 PM              | 0                        | 4     | 30   | 1     | 2    | 35         | 0                        | 2    | 40   | 16    | 4    | 58         | 0                          | 0    | 8    | 4     | 1    | 12         | 0                          | 14   | 8    | 10    | 3    | 32         | 137        |
| 5:45 PM              | 0                        | 2     | 32   | 5     | 1    | 39         | 0                        | 1    | 45   | 12    | 2    | 58         | 0                          | 1    | 8    | 1     | 4    | 10         | 0                          | 15   | 6    | 17    | 4    | 38         | 145        |
| Hourly Total         | 0                        | 10    | 137  | 9     | 6    | 156        | 0                        | 10   | 197  | 51    | 7    | 258        | 0                          | 4    | 20   | 7     | 9    | 31         | 0                          | 45   | 21   | 39    | 10   | 105        | 550        |
| Grand Total          | 0                        | 48    | 578  | 18    | 15   | 644        | 0                        | 37   | 562  | 104   | 13   | 703        | 0                          | 24   | 55   | 66    | 31   | 145        | 3                          | 109  | 39   | 79    | 29   | 230        | 1722       |
| Approach %           | 0.0                      | 7.5   | 89.8 | 2.8   | -    | -          | 0.0                      | 5.3  | 79.9 | 14.8  | -    | -          | 0.0                        | 16.6 | 37.9 | 45.5  | -    | -          | 1.3                        | 47.4 | 17.0 | 34.3  | -    | -          | -          |
| Total %              | 0.0                      | 2.8   | 33.6 | 1.0   | -    | 37.4       | 0.0                      | 2.1  | 32.6 | 6.0   | -    | 40.8       | 0.0                        | 1.4  | 3.2  | 3.8   | -    | 8.4        | 0.2                        | 6.3  | 2.3  | 4.6   | -    | 13.4       | -          |
| Lights               | 0                        | 48    | 562  | 18    | -    | 628        | 0                        | 35   | 548  | 103   | -    | 686        | 0                          | 22   | 51   | 64    | -    | 137        | 3                          | 108  | 38   | 79    | -    | 228        | 1679       |
| % Lights             | -                        | 100.0 | 97.2 | 100.0 | -    | 97.5       | -                        | 94.6 | 97.5 | 99.0  | -    | 97.6       | -                          | 91.7 | 92.7 | 97.0  | -    | 94.5       | 100.0                      | 99.1 | 97.4 | 100.0 | -    | 99.1       | 97.5       |
| Buses                | 0                        | 0     | 0    | 0     | -    | 0          | 0                        | 0    | 0    | 0     | -    | 0          | 0                          | 1    | 0    | 1     | -    | 2          | 0                          | 0    | 0    | 0     | -    | 0          | 2          |
| % Buses              | -                        | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                        | 0.0  | 0.0  | 0.0   | -    | 0.0        | -                          | 4.2  | 0.0  | 1.5   | -    | 1.4        | 0.0                        | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.1        |
| Single-Unit Trucks   | 0                        | 0     | 9    | 0     | -    | 9          | 0                        | 0    | 11   | 1     | -    | 12         | 0                          | 1    | 1    | 0     | -    | 2          | 0                          | 1    | 1    | 0     | -    | 2          | 25         |
| % Single-Unit Trucks | -                        | 0.0   | 1.6  | 0.0   | -    | 1.4        | -                        | 0.0  | 2.0  | 1.0   | -    | 1.7        | -                          | 4.2  | 1.8  | 0.0   | -    | 1.4        | 0.0                        | 0.9  | 2.6  | 0.0   | -    | 0.9        | 1.5        |
| Articulated Trucks   | 0                        | 0     | 0    | 0     | -    | 0          | 0                        | 0    | 0    | 0     | -    | 0          | 0                          | 0    | 0    | 0     | -    | 0          | 0                          | 0    | 0    | 0     | -    | 0          | 0          |
| % Articulated Trucks | -                        | 0.0   | 0.0  | 0.0   | -    | 0.0        | -                        | 0.0  | 0.0  | 0.0   | -    | 0.0        | -                          | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0                        | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 0     | 7    | 0     | -    | 7          | 0                        | 2    | 3    | 0     | -    | 5          | 0                          | 0    | 3    | 1     | -    | 4          | 0                          | 0    | 0    | 0     | -    | 0          | 16         |
| % Bicycles on Road   | -                        | 0.0   | 1.2  | 0.0   | -    | 1.1        | -                        | 5.4  | 0.5  | 0.0   | -    | 0.7        | -                          | 0.0  | 5.5  | 1.5   | -    | 2.8        | 0.0                        | 0.0  | 0.0  | 0.0   | -    | 0.0        | 0.9        |
| Pedestrians          | -                        | -     | -    | -     | 15   | -          | -                        | -    | -    | -     | 13   | -          | -                          | -    | -    | -     | 31   | -          | -                          | -    | -    | -     | 29   | -          | -          |



|               |   |   |   |   |       |   |   |   |   |   |       |   |   |   |   |       |   |   |   |   |       |   |   |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|-------|---|---|---|---|-------|---|---|
| % Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |
|---------------|---|---|---|---|-------|---|---|---|---|---|-------|---|---|---|---|-------|---|---|---|---|-------|---|---|



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Site Code:  
Start Date: 05/18/2017  
Page No: 3

### Turning Movement Peak Hour Data (7:30 AM)

| Start Time           | Sigwalt Street Eastbound |       |       |       |       |            | Sigwalt Street Westbound |       |       |       |       |            | Highland Avenue Northbound |       |       |       |       |            | Highland Avenue Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------------|-------|-------|-------|-------|------------|--------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total |            |
| 7:30 AM              | 0                        | 6     | 52    | 1     | 0     | 59         | 0                        | 5     | 23    | 1     | 0     | 29         | 0                          | 6     | 5     | 15    | 2     | 26         | 0                          | 4     | 3     | 3     | 1     | 10         | 124        |
| 7:45 AM              | 0                        | 10    | 60    | 2     | 1     | 72         | 0                        | 3     | 34    | 4     | 1     | 41         | 0                          | 5     | 7     | 14    | 3     | 26         | 0                          | 6     | 2     | 0     | 1     | 8          | 147        |
| 8:00 AM              | 0                        | 0     | 40    | 1     | 0     | 41         | 0                        | 1     | 39    | 3     | 0     | 43         | 0                          | 1     | 0     | 2     | 1     | 3          | 0                          | 4     | 2     | 0     | 0     | 6          | 93         |
| 8:15 AM              | 0                        | 2     | 25    | 1     | 1     | 28         | 0                        | 3     | 23    | 2     | 0     | 28         | 0                          | 2     | 5     | 3     | 0     | 10         | 0                          | 7     | 1     | 1     | 3     | 9          | 75         |
| Total                | 0                        | 18    | 177   | 5     | 2     | 200        | 0                        | 12    | 119   | 10    | 1     | 141        | 0                          | 14    | 17    | 34    | 6     | 65         | 0                          | 21    | 8     | 4     | 5     | 33         | 439        |
| Approach %           | 0.0                      | 9.0   | 88.5  | 2.5   | -     | -          | 0.0                      | 8.5   | 84.4  | 7.1   | -     | -          | 0.0                        | 21.5  | 26.2  | 52.3  | -     | -          | 0.0                        | 63.6  | 24.2  | 12.1  | -     | -          | -          |
| Total %              | 0.0                      | 4.1   | 40.3  | 1.1   | -     | 45.6       | 0.0                      | 2.7   | 27.1  | 2.3   | -     | 32.1       | 0.0                        | 3.2   | 3.9   | 7.7   | -     | 14.8       | 0.0                        | 4.8   | 1.8   | 0.9   | -     | 7.5        | -          |
| PHF                  | 0.000                    | 0.450 | 0.738 | 0.625 | -     | 0.694      | 0.000                    | 0.600 | 0.763 | 0.625 | -     | 0.820      | 0.000                      | 0.583 | 0.607 | 0.567 | -     | 0.625      | 0.000                      | 0.750 | 0.667 | 0.333 | -     | 0.825      | 0.747      |
| Lights               | 0                        | 18    | 174   | 5     | -     | 197        | 0                        | 12    | 115   | 10    | -     | 137        | 0                          | 13    | 16    | 33    | -     | 62         | 0                          | 21    | 8     | 4     | -     | 33         | 429        |
| % Lights             | -                        | 100.0 | 98.3  | 100.0 | -     | 98.5       | -                        | 100.0 | 96.6  | 100.0 | -     | 97.2       | -                          | 92.9  | 94.1  | 97.1  | -     | 95.4       | -                          | 100.0 | 100.0 | 100.0 | -     | 100.0      | 97.7       |
| Buses                | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                        | 0     | 1     | 0     | -     | 1          | 0                        | 0     | 4     | 0     | -     | 4          | 0                          | 1     | 0     | 0     | -     | 1          | 0                          | 0     | 0     | 0     | -     | 0          | 6          |
| % Single-Unit Trucks | -                        | 0.0   | 0.6   | 0.0   | -     | 0.5        | -                        | 0.0   | 3.4   | 0.0   | -     | 2.8        | -                          | 7.1   | 0.0   | 0.0   | -     | 1.5        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 1.4        |
| Articulated Trucks   | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 0     | 2     | 0     | -     | 2          | 0                        | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 1     | 1     | -     | 2          | 0                          | 0     | 0     | 0     | -     | 0          | 4          |
| % Bicycles on Road   | -                        | 0.0   | 1.1   | 0.0   | -     | 1.0        | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 5.9   | 2.9   | -     | 3.1        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.9        |
| Pedestrians          | -                        | -     | -     | -     | 2     | -          | -                        | -     | -     | -     | 1     | -          | -                          | -     | -     | -     | 6     | -          | -                          | -     | -     | -     | 5     | -          | -          |
| % Pedestrians        | -                        | -     | -     | -     | 100.0 | -          | -                        | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -          |



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

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

Count Name: Highland/Sigwalt  
Site Code:  
Start Date: 05/18/2017  
Page No: 4

### Turning Movement Peak Hour Data (5:00 PM)

| Start Time           | Sigwalt Street Eastbound |       |       |       |       |            | Sigwalt Street Westbound |       |       |       |       |            | Highland Avenue Northbound |       |       |       |       |            | Highland Avenue Southbound |       |       |       |       |            | Int. Total |
|----------------------|--------------------------|-------|-------|-------|-------|------------|--------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|----------------------------|-------|-------|-------|-------|------------|------------|
|                      | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                   | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total | U-Turn                     | Left  | Thru  | Right | Peds  | App. Total |            |
| 5:00 PM              | 0                        | 1     | 35    | 1     | 1     | 37         | 0                        | 3     | 56    | 9     | 0     | 68         | 0                          | 2     | 1     | 1     | 0     | 4          | 0                          | 10    | 7     | 7     | 3     | 24         | 133        |
| 5:15 PM              | 0                        | 3     | 40    | 2     | 2     | 45         | 0                        | 4     | 56    | 14    | 1     | 74         | 0                          | 1     | 3     | 1     | 4     | 5          | 0                          | 6     | 0     | 5     | 0     | 11         | 135        |
| 5:30 PM              | 0                        | 4     | 30    | 1     | 2     | 35         | 0                        | 2     | 40    | 16    | 4     | 58         | 0                          | 0     | 8     | 4     | 1     | 12         | 0                          | 14    | 8     | 10    | 3     | 32         | 137        |
| 5:45 PM              | 0                        | 2     | 32    | 5     | 1     | 39         | 0                        | 1     | 45    | 12    | 2     | 58         | 0                          | 1     | 8     | 1     | 4     | 10         | 0                          | 15    | 6     | 17    | 4     | 38         | 145        |
| Total                | 0                        | 10    | 137   | 9     | 6     | 156        | 0                        | 10    | 197   | 51    | 7     | 258        | 0                          | 4     | 20    | 7     | 9     | 31         | 0                          | 45    | 21    | 39    | 10    | 105        | 550        |
| Approach %           | 0.0                      | 6.4   | 87.8  | 5.8   | -     | -          | 0.0                      | 3.9   | 76.4  | 19.8  | -     | -          | 0.0                        | 12.9  | 64.5  | 22.6  | -     | -          | 0.0                        | 42.9  | 20.0  | 37.1  | -     | -          | -          |
| Total %              | 0.0                      | 1.8   | 24.9  | 1.6   | -     | 28.4       | 0.0                      | 1.8   | 35.8  | 9.3   | -     | 46.9       | 0.0                        | 0.7   | 3.6   | 1.3   | -     | 5.6        | 0.0                        | 8.2   | 3.8   | 7.1   | -     | 19.1       | -          |
| PHF                  | 0.000                    | 0.625 | 0.856 | 0.450 | -     | 0.867      | 0.000                    | 0.625 | 0.879 | 0.797 | -     | 0.872      | 0.000                      | 0.500 | 0.625 | 0.438 | -     | 0.646      | 0.000                      | 0.750 | 0.656 | 0.574 | -     | 0.691      | 0.948      |
| Lights               | 0                        | 10    | 134   | 9     | -     | 153        | 0                        | 9     | 192   | 51    | -     | 252        | 0                          | 4     | 20    | 7     | -     | 31         | 0                          | 45    | 21    | 39    | -     | 105        | 541        |
| % Lights             | -                        | 100.0 | 97.8  | 100.0 | -     | 98.1       | -                        | 90.0  | 97.5  | 100.0 | -     | 97.7       | -                          | 100.0 | 100.0 | 100.0 | -     | 100.0      | -                          | 100.0 | 100.0 | 100.0 | -     | 100.0      | 98.4       |
| Buses                | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0          |
| % Buses              | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Single-Unit Trucks   | 0                        | 0     | 1     | 0     | -     | 1          | 0                        | 0     | 4     | 0     | -     | 4          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 5          |
| % Single-Unit Trucks | -                        | 0.0   | 0.7   | 0.0   | -     | 0.6        | -                        | 0.0   | 2.0   | 0.0   | -     | 1.6        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.9        |
| Articulated Trucks   | 0                        | 0     | 0     | 0     | -     | 0          | 0                        | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 0          |
| % Articulated Trucks | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                        | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.0        |
| Bicycles on Road     | 0                        | 0     | 2     | 0     | -     | 2          | 0                        | 1     | 1     | 0     | -     | 2          | 0                          | 0     | 0     | 0     | -     | 0          | 0                          | 0     | 0     | 0     | -     | 0          | 4          |
| % Bicycles on Road   | -                        | 0.0   | 1.5   | 0.0   | -     | 1.3        | -                        | 10.0  | 0.5   | 0.0   | -     | 0.8        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | -                          | 0.0   | 0.0   | 0.0   | -     | 0.0        | 0.7        |
| Pedestrians          | -                        | -     | -     | -     | 6     | -          | -                        | -     | -     | -     | 7     | -          | -                          | -     | -     | -     | 9     | -          | -                          | -     | -     | -     | 10    | -          | -          |
| % Pedestrians        | -                        | -     | -     | -     | 100.0 | -          | -                        | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -                          | -     | -     | -     | 100.0 | -          | -          |



**Kenig Lindgren O'Hara Aboona, Inc.**  
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Site Code:

Start Date: 05/18/2017

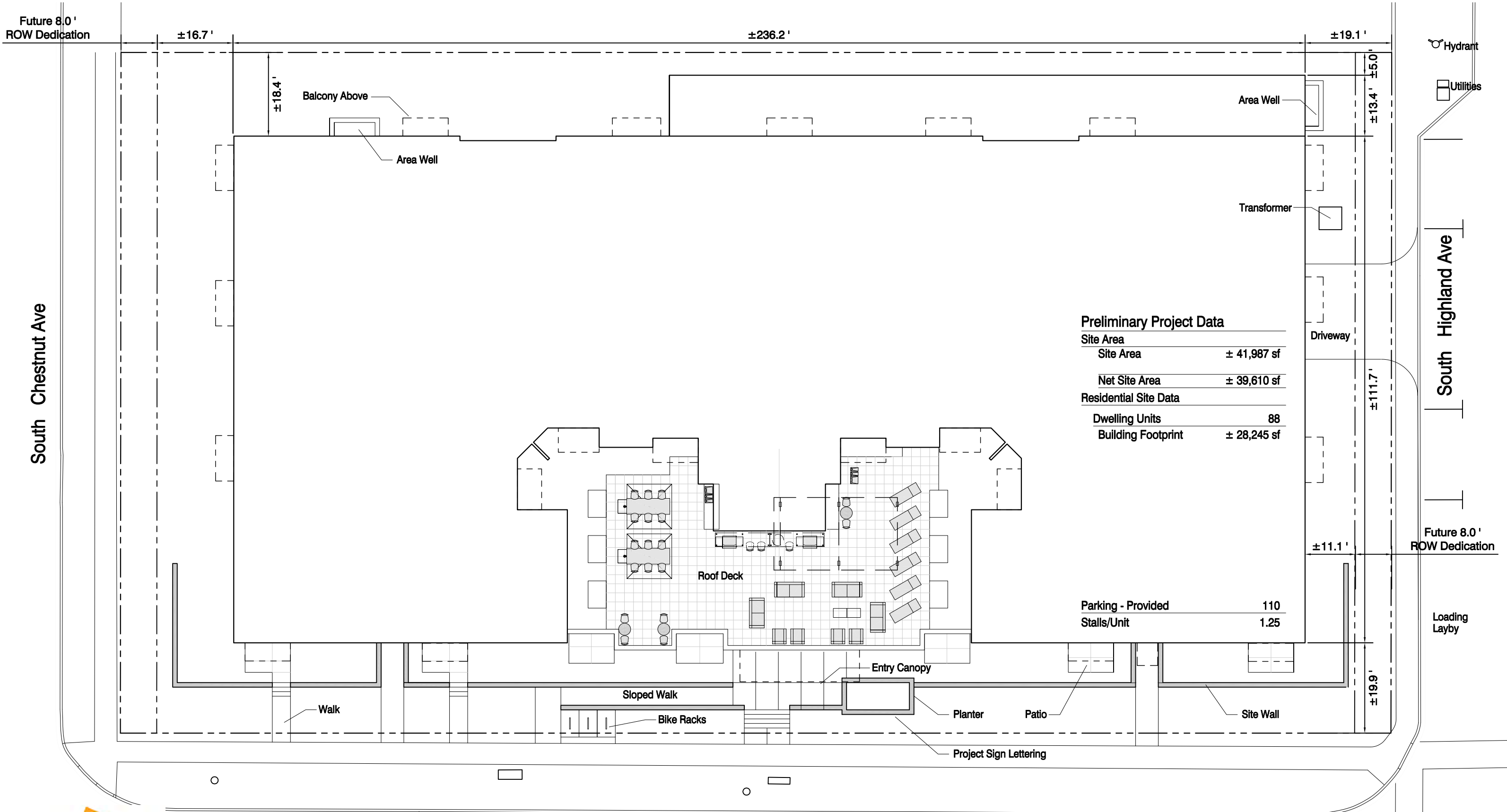
Page No: 5

# Site Plan

*Proposed Apartment Development  
Arlington Heights, Illinois*







Sigwalt Apartments  
Arlington Heights, IL

West Sigwalt Street

## Site Plan



North 0 10' 20' 40'

43 South Vail Avenue  
Arlington Heights, Illinois 60005  
Job No. 16031 © 2017



May 15, 2017 ARCHITECTS + PLANNERS, INC.

## Level of Service Criteria

## LEVEL OF SERVICE CRITERIA

| Signalized Intersections   |                                                                                                                                                                                                                                                                                          |                                             |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| Level of Service           | Interpretation                                                                                                                                                                                                                                                                           | Average Control Delay (seconds per vehicle) |
| A                          | Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.                                                                                                                                                            | ≤10                                         |
| B                          | Good progression, with more vehicles stopping than for Level of Service A.                                                                                                                                                                                                               | >10 - 20                                    |
| C                          | Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping. | >20 - 35                                    |
| D                          | The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.                                                                                                             | >35 - 55                                    |
| E                          | Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.                                                                                                                                                   | >55 - 80                                    |
| F                          | The volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.                                                                                                                                                   | >80.0                                       |
| Unsignalized Intersections |                                                                                                                                                                                                                                                                                          |                                             |
| Level of Service           | Average Total Delay (SEC/VEH)                                                                                                                                                                                                                                                            |                                             |
| A                          | 0 - 10                                                                                                                                                                                                                                                                                   |                                             |
| B                          | > 10 - 15                                                                                                                                                                                                                                                                                |                                             |
| C                          | > 15 - 25                                                                                                                                                                                                                                                                                |                                             |
| D                          | > 25 - 35                                                                                                                                                                                                                                                                                |                                             |
| E                          | > 35 - 50                                                                                                                                                                                                                                                                                |                                             |
| F                          | > 50                                                                                                                                                                                                                                                                                     |                                             |

Source: *Highway Capacity Manual*, 2010.

# Capacity Analysis Summary Sheets

*Proposed Apartment Development  
Arlington Heights, Illinois*



# HCS7 Two-Way Stop-Control Report

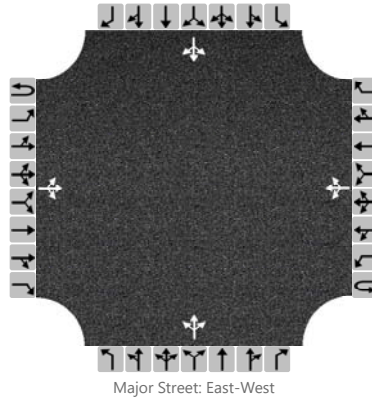
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | ANB          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2017         |
| Time Analyzed            | AM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Campbell with Chestnut |
| Jurisdiction               | Arlington Heights      |
| East/West Street           | Campbell Street        |
| North/South Street         | Chestnut Avenue        |
| Peak Hour Factor           | 0.94                   |
| Analysis Time Period (hrs) | 0.25                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |   | Northbound |   |     |   | Southbound |    |     |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|---|------------|---|-----|---|------------|----|-----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R | U          | L | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6 |            | 7 | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0 |            | 0 | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |   |           |   | LTR |   |            |   | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 13 | 160 | 6 |           | 2 | 107 | 6 |            | 4 | 4   | 2 |            | 6  | 5   | 8  |
| Percent Heavy Vehicles (%) |           | 0  |     |   |           | 0 |     |   |            | 0 | 0   | 0 |            | 0  | 0   | 12 |
| Proportion Time Blocked    |           |    |     |   |           |   |     |   |            |   |     |   |            |    |     |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |   | 0          |   |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |   | No        |   |     |   | No         |   |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |   |           |   |     |   |            |   |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 14   |  |  |     | 2    |  |  |      |  | 10   |  |      |  | 20   |  |
| Capacity, c (veh/h)                     |     | 1480 |  |  |     | 1413 |  |  |      |  | 641  |  |      |  | 713  |  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.00 |  |  |      |  | 0.02 |  |      |  | 0.03 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.0  |  |      |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 7.6  |  |  |      |  | 10.7 |  |      |  | 10.2 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.6 |      |  |  | 0.1 |      |  |  | 10.7 |  |      |  | 10.2 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

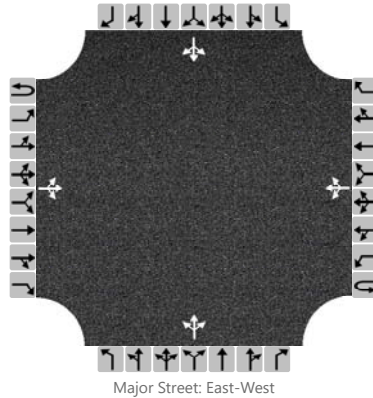


# HCS7 Two-Way Stop-Control Report

## General Information

|                          |              |                            |                        |
|--------------------------|--------------|----------------------------|------------------------|
| Analyst                  | ANB          | Intersection               | Campbell with Chestnut |
| Agency/Co.               | KLOA, Inc.   | Jurisdiction               | Arlington Heights      |
| Date Performed           | 8/10/2017    | East/West Street           | Campbell Street        |
| Analysis Year            | 2017         | North/South Street         | Chestnut Avenue        |
| Time Analyzed            | PM Peak Hour | Peak Hour Factor           | 0.88                   |
| Intersection Orientation | East-West    | Analysis Time Period (hrs) | 0.25                   |
| Project Description      | 17-127       |                            |                        |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |   |     |    | Northbound |    |     |   | Southbound |    |     |    |
|----------------------------|-----------|----|-----|----|-----------|---|-----|----|------------|----|-----|---|------------|----|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L | T   | R  | U          | L  | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3  | 4U        | 4 | 5   | 6  |            | 7  | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0  | 0         | 0 | 1   | 0  |            | 0  | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |    |           |   | LTR |    |            |    | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 20 | 160 | 12 |           | 8 | 126 | 12 |            | 14 | 13  | 7 |            | 10 | 8   | 19 |
| Percent Heavy Vehicles (%) |           | 0  |     |    |           | 0 |     |    |            | 0  | 0   | 0 |            | 0  | 25  | 12 |
| Proportion Time Blocked    |           |    |     |    |           |   |     |    |            |    |     |   |            |    |     |    |
| Percent Grade (%)          |           |    |     |    |           |   |     |    | 0          |    |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |    | No        |   |     |    | No         |    |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |    |           |   |     |    |            |    |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 23   |  |  |     | 9    |  |  |      |  | 39   |  |      |  | 42   |  |
| Capacity, c (veh/h)                     |     | 1435 |  |  |     | 1389 |  |  |      |  | 565  |  |      |  | 649  |  |
| v/c Ratio                               |     | 0.02 |  |  |     | 0.01 |  |  |      |  | 0.07 |  |      |  | 0.06 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.2  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 7.6  |  |  |      |  | 11.8 |  |      |  | 10.9 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.9 |      |  |  | 0.5 |      |  |  | 11.8 |  |      |  | 10.9 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

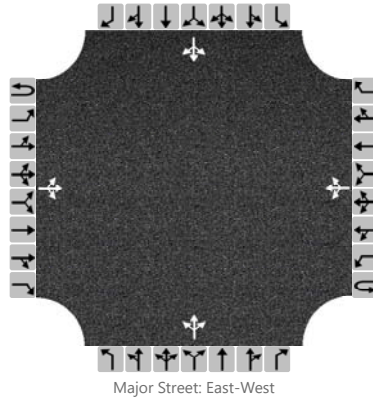
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | ANB          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2023         |
| Time Analyzed            | PM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Campbell with Chestnut |
| Jurisdiction               | Arlington Heights      |
| East/West Street           | Campbell Street        |
| North/South Street         | Chestnut Avenue        |
| Peak Hour Factor           | 0.88                   |
| Analysis Time Period (hrs) | 0.25                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |   |     |    | Northbound |    |     |   | Southbound |    |     |    |
|----------------------------|-----------|----|-----|----|-----------|---|-----|----|------------|----|-----|---|------------|----|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L | T   | R  | U          | L  | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3  | 4U        | 4 | 5   | 6  |            | 7  | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0  | 0         | 0 | 1   | 0  |            | 0  | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |    |           |   | LTR |    |            |    | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 21 | 169 | 12 |           | 8 | 148 | 12 |            | 14 | 13  | 7 |            | 10 | 8   | 20 |
| Percent Heavy Vehicles (%) |           | 0  |     |    |           | 0 |     |    |            | 0  | 0   | 0 |            | 0  | 25  | 12 |
| Proportion Time Blocked    |           |    |     |    |           |   |     |    |            |    |     |   |            |    |     |    |
| Percent Grade (%)          |           |    |     |    |           |   |     |    | 0          |    |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |    | No        |   |     |    | No         |    |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |    |           |   |     |    |            |    |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 24   |  |  |     | 9    |  |  |      |  | 39   |  |      |  | 43   |  |
| Capacity, c (veh/h)                     |     | 1406 |  |  |     | 1378 |  |  |      |  | 537  |  |      |  | 623  |  |
| v/c Ratio                               |     | 0.02 |  |  |     | 0.01 |  |  |      |  | 0.07 |  |      |  | 0.07 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.1  |  |  |     | 0.0  |  |  |      |  | 0.2  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.6  |  |  |      |  | 12.2 |  |      |  | 11.2 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.9 |      |  |  | 0.4 |      |  |  | 12.2 |  |      |  | 11.2 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

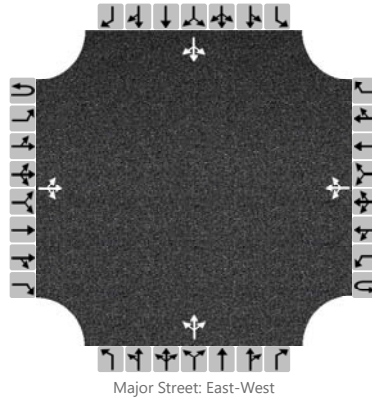
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | ANB          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2023         |
| Time Analyzed            | AM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Campbell with Chestnut |
| Jurisdiction               | Arlington Heights      |
| East/West Street           | Campbell Street        |
| North/South Street         | Chestnut Avenue        |
| Peak Hour Factor           | 0.94                   |
| Analysis Time Period (hrs) | 0.25                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |   | Northbound |   |     |   | Southbound |    |     |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|---|------------|---|-----|---|------------|----|-----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R | U          | L | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6 |            | 7 | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0 |            | 0 | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |   |           |   | LTR |   |            |   | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 13 | 167 | 6 |           | 2 | 119 | 6 |            | 4 | 4   | 2 |            | 6  | 5   | 8  |
| Percent Heavy Vehicles (%) |           | 0  |     |   |           | 0 |     |   |            | 0 | 0   | 0 |            | 0  | 0   | 12 |
| Proportion Time Blocked    |           |    |     |   |           |   |     |   |            |   |     |   |            |    |     |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |   | 0          |   |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |   | No        |   |     |   | No         |   |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |   |           |   |     |   |            |   |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 14   |  |  |     | 2    |  |  |      |  | 10   |  |      |  | 20   |  |
| Capacity, c (veh/h)                     |     | 1464 |  |  |     | 1403 |  |  |      |  | 624  |  |      |  | 695  |  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.00 |  |  |      |  | 0.02 |  |      |  | 0.03 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.0  |  |      |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |     | 7.6  |  |  |      |  | 10.9 |  |      |  | 10.3 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.6 |      |  |  | 0.1 |      |  |  | 10.9 |  |      |  | 10.3 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

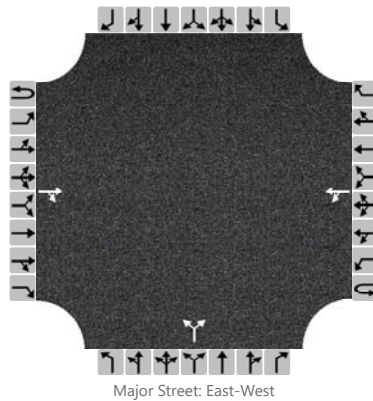
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | ANB          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2017         |
| Time Analyzed            | AM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Campbell with Highland |
| Jurisdiction               | Arlington Heights      |
| East/West Street           | Campbell Street        |
| North/South Street         | Highland Avenue        |
| Peak Hour Factor           | 0.82                   |
| Analysis Time Period (hrs) | 0.25                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |    |   |            |    | LR |    |            |    |    |    |
| Volume, V (veh/h)          |           |   | 137 | 31 |           | 16 | 84 |   |            | 24 |    | 30 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 0  |    |   |            | 0  |    | 0  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     | No        |   |     |    | No        |    |    |   | No         |    |    |    | No         |    |    |    |
| Median Type/Storage        | Undivided |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 20   |  |  |      |  | 66   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1379 |  |  |      |  | 737  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.01 |  |  |      |  | 0.09 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |      |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.6  |  |  |      |  | 10.4 |  |  |  |  |  |
| Level of Service, LOS                   |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 1.4 |      |  |  | 10.4 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

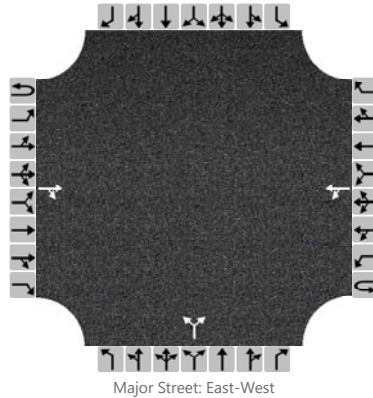
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | ANB          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2017         |
| Time Analyzed            | PM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Campbell with Highland |
| Jurisdiction               | Arlington Heights      |
| East/West Street           | Campbell Street        |
| North/South Street         | Highland Avenue        |
| Peak Hour Factor           | 0.84                   |
| Analysis Time Period (hrs) | 0.25                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume, V (veh/h)          |           |   | 144 | 33 |           | 41 | 123 |   |            | 33 |    | 41 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 0  |     |   |            | 0  |    | 0  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     | No        |   |     |    | No        |    |     |   | No         |    |    |    | No         |    |    |    |
| Median Type/Storage        | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 49   |  |  |      |  | 88   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1373 |  |  |      |  | 666  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.04 |  |  |      |  | 0.13 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.5  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 11.2 |  |  |  |  |  |
| Level of Service, LOS                   |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.2 |      |  |  | 11.2 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |



# HCS7 Two-Way Stop-Control Report

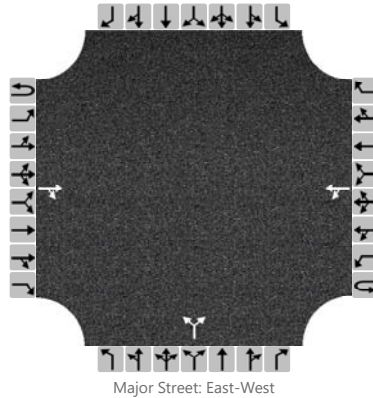
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | ANB          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2023         |
| Time Analyzed            | AM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Campbell with Highland |
| Jurisdiction               | Arlington Heights      |
| East/West Street           | Campbell Street        |
| North/South Street         | Highland Avenue        |
| Peak Hour Factor           | 0.82                   |
| Analysis Time Period (hrs) | 0.25                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |    |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T  | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5  | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1  | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |    |   |            |    | LR |    |            |    |    |    |
| Volume, V (veh/h)          |           |   | 141 | 33 |           | 17 | 87 |   |            | 28 |    | 34 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 0  |    |   |            | 0  |    | 0  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |    |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     | No        |   |     |    | No        |    |    |   | No         |    |    |    | No         |    |    |    |
| Median Type/Storage        | Undivided |   |     |    |           |    |    |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 21   |  |  |      |  | 75   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1371 |  |  |      |  | 723  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.02 |  |  |      |  | 0.10 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.0  |  |  |      |  | 0.3  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.7  |  |  |      |  | 10.6 |  |  |  |  |  |
| Level of Service, LOS                   |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 1.4 |      |  |  | 10.6 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

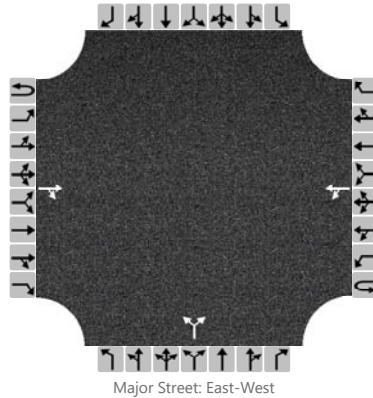
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | ANB          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2023         |
| Time Analyzed            | PM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                        |
|----------------------------|------------------------|
| Intersection               | Campbell with Highland |
| Jurisdiction               | Arlington Heights      |
| East/West Street           | Campbell Street        |
| North/South Street         | Highland Avenue        |
| Peak Hour Factor           | 0.84                   |
| Analysis Time Period (hrs) | 0.25                   |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |    | Westbound |    |     |   | Northbound |    |    |    | Southbound |    |    |    |
|----------------------------|-----------|---|-----|----|-----------|----|-----|---|------------|----|----|----|------------|----|----|----|
| Movement                   | U         | L | T   | R  | U         | L  | T   | R | U          | L  | T  | R  | U          | L  | T  | R  |
| Priority                   | 1U        | 1 | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8  | 9  |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1  | 0  |            | 0  | 0  | 0  |
| Configuration              |           |   |     | TR |           | LT |     |   |            |    | LR |    |            |    |    |    |
| Volume, V (veh/h)          |           |   | 148 | 38 |           | 46 | 127 |   |            | 36 |    | 44 |            |    |    |    |
| Percent Heavy Vehicles (%) |           |   |     |    |           | 0  |     |   |            | 0  |    | 0  |            |    |    |    |
| Proportion Time Blocked    |           |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |
| Percent Grade (%)          |           |   |     |    |           |    |     |   | 0          |    |    |    |            |    |    |    |
| Right Turn Channelized     | No        |   |     |    | No        |    |     |   | No         |    |    |    | No         |    |    |    |
| Median Type/Storage        | Undivided |   |     |    |           |    |     |   |            |    |    |    |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

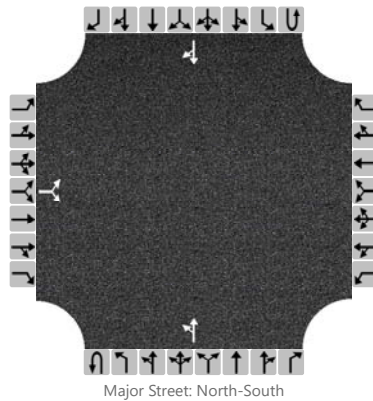
|                                         |  |  |  |  |     |      |  |  |      |  |      |  |  |  |  |  |
|-----------------------------------------|--|--|--|--|-----|------|--|--|------|--|------|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |  |  |  |  |     | 55   |  |  |      |  | 95   |  |  |  |  |  |
| Capacity, c (veh/h)                     |  |  |  |  |     | 1360 |  |  |      |  | 643  |  |  |  |  |  |
| v/c Ratio                               |  |  |  |  |     | 0.04 |  |  |      |  | 0.15 |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |  |  |  |  |     | 0.1  |  |  |      |  | 0.5  |  |  |  |  |  |
| Control Delay (s/veh)                   |  |  |  |  |     | 7.8  |  |  |      |  | 11.6 |  |  |  |  |  |
| Level of Service, LOS                   |  |  |  |  |     | A    |  |  |      |  | B    |  |  |  |  |  |
| Approach Delay (s/veh)                  |  |  |  |  | 2.3 |      |  |  | 11.6 |  |      |  |  |  |  |  |
| Approach LOS                            |  |  |  |  |     |      |  |  | B    |  |      |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

## General Information

|                          |              |                            |                       |
|--------------------------|--------------|----------------------------|-----------------------|
| Analyst                  | BSM          | Intersection               | Highland with Access  |
| Agency/Co.               | KLOA, Inc.   | Jurisdiction               | Arlington Heights     |
| Date Performed           | 8/10/2017    | East/West Street           | Proposed Access Drive |
| Analysis Year            | 2023         | North/South Street         | Highland Avenue       |
| Time Analyzed            | AM Peak Hour | Peak Hour Factor           | 0.95                  |
| Intersection Orientation | North-South  | Analysis Time Period (hrs) | 0.25                  |
| Project Description      | 17-127       |                            |                       |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |    |    |   | Southbound |   |    |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|----|---|------------|---|----|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L  | T  | R | U          | L | T  | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1  | 2  | 3 | 4U         | 4 | 5  | 6  |
| Number of Lanes            |           | 0  | 1  | 0  |           | 0 | 0 | 0 | 0          | 0  | 1  | 0 | 0          | 0 | 1  | 0  |
| Configuration              |           |    | LR |    |           |   |   |   |            | LT |    |   |            |   |    | TR |
| Volume, V (veh/h)          |           | 6  |    | 26 |           |   |   |   |            | 6  | 47 |   |            |   | 34 | 2  |
| Percent Heavy Vehicles (%) |           | 0  |    | 0  |           |   |   |   |            | 0  |    |   |            |   |    |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |    |    |   |            |   |    |    |
| Percent Grade (%)          | 0         |    |    |    |           |   |   |   |            |    |    |   |            |   |    |    |
| Right Turn Channelized     | No        |    |    |    | No        |   |   |   | No         |    |    |   | No         |   |    |    |
| Median Type/Storage        | Undivided |    |    |    |           |   |   |   |            |    |    |   |            |   |    |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |  |  |  |  |     |      |  |  |  |  |  |  |
|-----------------------------------------|-----|--|------|--|--|--|--|--|-----|------|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |     |  | 33   |  |  |  |  |  |     | 6    |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |     |  | 1013 |  |  |  |  |  |     | 1585 |  |  |  |  |  |  |
| v/c Ratio                               |     |  | 0.03 |  |  |  |  |  |     | 0.00 |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.1  |  |  |  |  |  |     | 0.0  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |     |  | 8.7  |  |  |  |  |  |     | 7.3  |  |  |  |  |  |  |
| Level of Service, LOS                   |     |  | A    |  |  |  |  |  |     | A    |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 8.7 |  |      |  |  |  |  |  | 0.8 |      |  |  |  |  |  |  |
| Approach LOS                            | A   |  |      |  |  |  |  |  |     |      |  |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

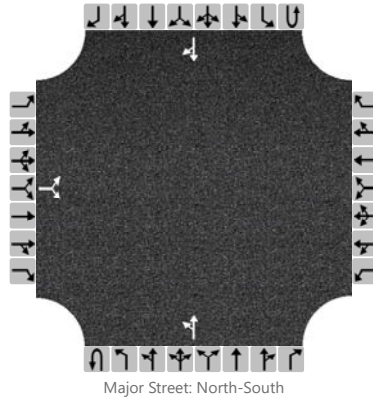
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2023         |
| Time Analyzed            | PM Peak Hour |
| Intersection Orientation | North-South  |
| Project Description      | 17-127       |

## Site Information

|                            |                       |
|----------------------------|-----------------------|
| Intersection               | Highland with Access  |
| Jurisdiction               | Arlington Heights     |
| East/West Street           | Proposed Access Drive |
| North/South Street         | Highland Avenue       |
| Peak Hour Factor           | 0.95                  |
| Analysis Time Period (hrs) | 0.25                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |    |    | Westbound |   |   |   | Northbound |    |    |   | Southbound |   |     |    |
|----------------------------|-----------|----|----|----|-----------|---|---|---|------------|----|----|---|------------|---|-----|----|
| Movement                   | U         | L  | T  | R  | U         | L | T | R | U          | L  | T  | R | U          | L | T   | R  |
| Priority                   |           | 10 | 11 | 12 |           | 7 | 8 | 9 | 1U         | 1  | 2  | 3 | 4U         | 4 | 5   | 6  |
| Number of Lanes            |           | 0  | 1  | 0  |           | 0 | 0 | 0 | 0          | 0  | 1  | 0 | 0          | 0 | 1   | 0  |
| Configuration              |           |    | LR |    |           |   |   |   |            | LT |    |   |            |   |     | TR |
| Volume, V (veh/h)          |           | 4  |    | 15 |           |   |   |   |            | 29 | 84 |   |            |   | 108 | 8  |
| Percent Heavy Vehicles (%) |           | 0  |    | 0  |           |   |   |   |            | 0  |    |   |            |   |     |    |
| Proportion Time Blocked    |           |    |    |    |           |   |   |   |            |    |    |   |            |   |     |    |
| Percent Grade (%)          | 0         |    |    |    |           |   |   |   |            |    |    |   |            |   |     |    |
| Right Turn Channelized     | No        |    |    |    | No        |   |   |   | No         |    |    |   | No         |   |     |    |
| Median Type/Storage        | Undivided |    |    |    |           |   |   |   |            |    |    |   |            |   |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |  |      |  |  |  |  |  |     |      |  |  |  |  |  |  |
|-----------------------------------------|-----|--|------|--|--|--|--|--|-----|------|--|--|--|--|--|--|
| Flow Rate, v (veh/h)                    |     |  | 20   |  |  |  |  |  |     | 31   |  |  |  |  |  |  |
| Capacity, c (veh/h)                     |     |  | 883  |  |  |  |  |  |     | 1478 |  |  |  |  |  |  |
| v/c Ratio                               |     |  | 0.02 |  |  |  |  |  |     | 0.02 |  |  |  |  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     |  | 0.1  |  |  |  |  |  |     | 0.1  |  |  |  |  |  |  |
| Control Delay (s/veh)                   |     |  | 9.2  |  |  |  |  |  |     | 7.5  |  |  |  |  |  |  |
| Level of Service, LOS                   |     |  | A    |  |  |  |  |  |     | A    |  |  |  |  |  |  |
| Approach Delay (s/veh)                  | 9.2 |  |      |  |  |  |  |  | 2.1 |      |  |  |  |  |  |  |
| Approach LOS                            | A   |  |      |  |  |  |  |  |     |      |  |  |  |  |  |  |

# HCS7 Two-Way Stop-Control Report

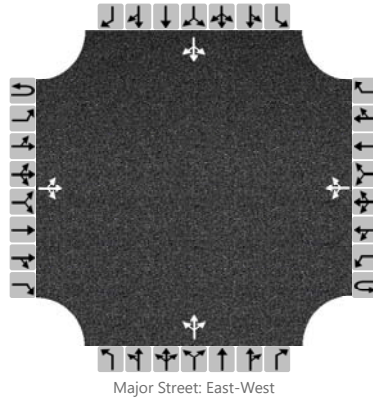
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2017         |
| Time Analyzed            | AM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                       |
|----------------------------|-----------------------|
| Intersection               | Sigwalt with Chestnut |
| Jurisdiction               | Arlington Heights     |
| East/West Street           | Sigwalt Street        |
| North/South Street         | Chestnut Avenue       |
| Peak Hour Factor           | 0.76                  |
| Analysis Time Period (hrs) | 0.25                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |   | Westbound |   |     |   | Northbound |   |     |   | Southbound |    |     |    |
|----------------------------|-----------|---|-----|---|-----------|---|-----|---|------------|---|-----|---|------------|----|-----|----|
| Movement                   | U         | L | T   | R | U         | L | T   | R | U          | L | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3 | 4U        | 4 | 5   | 6 |            | 7 | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0 | 0         | 0 | 1   | 0 |            | 0 | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |   |           |   | LTR |   |            |   | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 3 | 192 | 3 |           | 4 | 127 | 9 |            | 2 | 1   | 5 |            | 8  | 8   | 2  |
| Percent Heavy Vehicles (%) |           | 0 |     |   |           | 0 |     |   |            | 0 | 0   | 0 |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |   |     |   |           |   |     |   |            |   |     |   |            |    |     |    |
| Percent Grade (%)          |           |   |     |   |           |   |     |   | 0          |   |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |   |     |   | No        |   |     |   | No         |   |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |   |     |   |           |   |     |   |            |   |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 4    |  |  |     | 5    |  |  |      |  | 11   |  |      |  | 25   |  |
| Capacity, c (veh/h)                     |     | 1409 |  |  |     | 1320 |  |  |      |  | 656  |  |      |  | 537  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.00 |  |  |      |  | 0.02 |  |      |  | 0.05 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.1  |  |      |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.7  |  |  |      |  | 10.6 |  |      |  | 12.0 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.1 |      |  |  | 0.2 |      |  |  | 10.6 |  |      |  | 12.0 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |



# HCS7 Two-Way Stop-Control Report

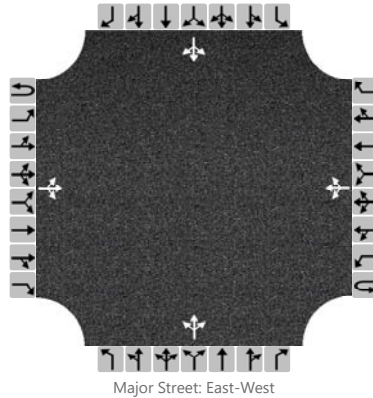
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2017         |
| Time Analyzed            | PM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                       |
|----------------------------|-----------------------|
| Intersection               | Sigwalt with Chestnut |
| Jurisdiction               | Arlington Heights     |
| East/West Street           | Sigwalt Street        |
| North/South Street         | Chestnut Avenue       |
| Peak Hour Factor           | 0.95                  |
| Analysis Time Period (hrs) | 0.25                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |   | Westbound |   |     |    | Northbound |   |     |   | Southbound |    |     |    |
|----------------------------|-----------|---|-----|---|-----------|---|-----|----|------------|---|-----|---|------------|----|-----|----|
| Movement                   | U         | L | T   | R | U         | L | T   | R  | U          | L | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |   |           |   | LTR |    |            |   | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 7 | 132 | 2 |           | 5 | 207 | 28 |            | 3 | 3   | 4 |            | 20 | 7   | 5  |
| Percent Heavy Vehicles (%) |           | 0 |     |   |           | 0 |     |    |            | 0 | 0   | 0 |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |   |     |   |           |   |     |    |            |   |     |   |            |    |     |    |
| Percent Grade (%)          |           |   |     |   |           |   |     |    | 0          |   |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |   |     |   | No        |   |     |    | No         |   |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |   |     |   |           |   |     |    |            |   |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 7    |  |  |     | 5    |  |  |      |  | 10   |  |      |  | 33   |  |
| Capacity, c (veh/h)                     |     | 1331 |  |  |     | 1455 |  |  |      |  | 645  |  |      |  | 579  |  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.00 |  |  |      |  | 0.02 |  |      |  | 0.06 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.0  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.7  |  |  |     | 7.5  |  |  |      |  | 10.7 |  |      |  | 11.6 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.4 |      |  |  | 0.2 |      |  |  | 10.7 |  |      |  | 11.6 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

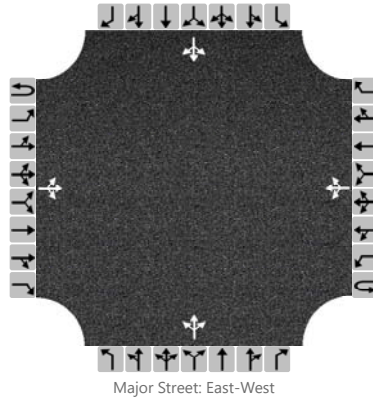
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2023         |
| Time Analyzed            | AM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                       |
|----------------------------|-----------------------|
| Intersection               | Sigwalt with Chestnut |
| Jurisdiction               | Arlington Heights     |
| East/West Street           | Sigwalt Street        |
| North/South Street         | Chestnut Avenue       |
| Peak Hour Factor           | 0.76                  |
| Analysis Time Period (hrs) | 0.25                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |   | Westbound |   |     |   | Northbound |   |     |   | Southbound |    |     |    |
|----------------------------|-----------|---|-----|---|-----------|---|-----|---|------------|---|-----|---|------------|----|-----|----|
| Movement                   | U         | L | T   | R | U         | L | T   | R | U          | L | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3 | 4U        | 4 | 5   | 6 |            | 7 | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0 | 0         | 0 | 1   | 0 |            | 0 | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |   |           |   | LTR |   |            |   | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 3 | 199 | 3 |           | 4 | 134 | 9 |            | 2 | 1   | 5 |            | 8  | 8   | 2  |
| Percent Heavy Vehicles (%) |           | 0 |     |   |           | 0 |     |   |            | 0 | 0   | 0 |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |   |     |   |           |   |     |   |            |   |     |   |            |    |     |    |
| Percent Grade (%)          |           |   |     |   |           |   |     |   | 0          |   |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |   |     |   | No        |   |     |   | No         |   |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |   |     |   |           |   |     |   |            |   |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 4    |  |  |     | 5    |  |  |      |  | 11   |  |      |  | 25   |  |
| Capacity, c (veh/h)                     |     | 1398 |  |  |     | 1310 |  |  |      |  | 643  |  |      |  | 524  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.00 |  |  |      |  | 0.02 |  |      |  | 0.05 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.1  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.8  |  |  |      |  | 10.7 |  |      |  | 12.2 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.1 |      |  |  | 0.2 |      |  |  | 10.7 |  |      |  | 12.2 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

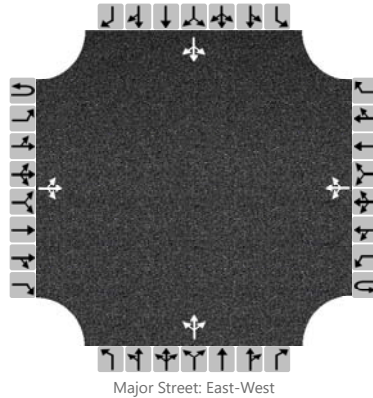
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2023         |
| Time Analyzed            | PM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                       |
|----------------------------|-----------------------|
| Intersection               | Sigwalt with Highland |
| Jurisdiction               | Arlington Heights     |
| East/West Street           | Sigwalt Street        |
| North/South Street         | Highland Avenue       |
| Peak Hour Factor           | 0.95                  |
| Analysis Time Period (hrs) | 0.25                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |    |     |    | Northbound |   |     |   | Southbound |    |     |    |
|----------------------------|-----------|----|-----|---|-----------|----|-----|----|------------|---|-----|---|------------|----|-----|----|
| Movement                   | U         | L  | T   | R | U         | L  | T   | R  | U          | L | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4  | 5   | 6  |            | 7 | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0  | 1   | 0  |            | 0 | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |   |           |    | LTR |    |            |   | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 13 | 141 | 9 |           | 10 | 203 | 72 |            | 4 | 28  | 7 |            | 56 | 25  | 42 |
| Percent Heavy Vehicles (%) |           | 0  |     |   |           | 0  |     |    |            | 0 | 0   | 0 |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |    |     |   |           |    |     |    |            |   |     |   |            |    |     |    |
| Percent Grade (%)          |           |    |     |   |           |    |     |    | 0          |   |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |   | No        |    |     |    | No         |   |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |   |           |    |     |    |            |   |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 14   |  |  |     | 11   |  |  |      |  | 40   |  |      |  | 129  |  |
| Capacity, c (veh/h)                     |     | 1284 |  |  |     | 1435 |  |  |      |  | 509  |  |      |  | 551  |  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.01 |  |  |      |  | 0.08 |  |      |  | 0.23 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.3  |  |      |  | 0.9  |  |
| Control Delay (s/veh)                   |     | 7.8  |  |  |     | 7.5  |  |  |      |  | 12.7 |  |      |  | 13.5 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.7 |      |  |  | 0.3 |      |  |  | 12.7 |  |      |  | 13.5 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

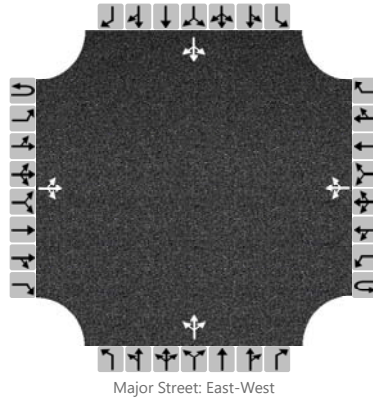
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2017         |
| Time Analyzed            | AM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                       |
|----------------------------|-----------------------|
| Intersection               | Sigwalt with Highland |
| Jurisdiction               | Arlington Heights     |
| East/West Street           | Sigwalt Street        |
| North/South Street         | Highland Avenue       |
| Peak Hour Factor           | 0.75                  |
| Analysis Time Period (hrs) | 0.25                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |    |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|----|-----|---|-----------|----|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L  | T   | R | U         | L  | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4  | 5   | 6  |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0  | 1   | 0  |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |   |           |    | LTR |    |            |    | LTR |    |            |    | LTR |    |
| Volume, V (veh/h)          |           | 18 | 182 | 5 |           | 12 | 122 | 10 |            | 14 | 17  | 34 |            | 21 | 8   | 4  |
| Percent Heavy Vehicles (%) |           | 0  |     |   |           | 0  |     |    |            | 7  | 0   | 0  |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |    |     |   |           |    |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |    |     |   |           |    |     |    | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |   | No        |    |     |    | No         |    |     |    | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |   |           |    |     |    |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 24   |  |  |     | 16   |  |  |      |  | 87   |  |      |  | 44   |  |
| Capacity, c (veh/h)                     |     | 1413 |  |  |     | 1327 |  |  |      |  | 584  |  |      |  | 449  |  |
| v/c Ratio                               |     | 0.02 |  |  |     | 0.01 |  |  |      |  | 0.15 |  |      |  | 0.10 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.1  |  |  |     | 0.0  |  |  |      |  | 0.5  |  |      |  | 0.3  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.7  |  |  |      |  | 12.2 |  |      |  | 13.9 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.8 |      |  |  | 0.7 |      |  |  | 12.2 |  |      |  | 13.9 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

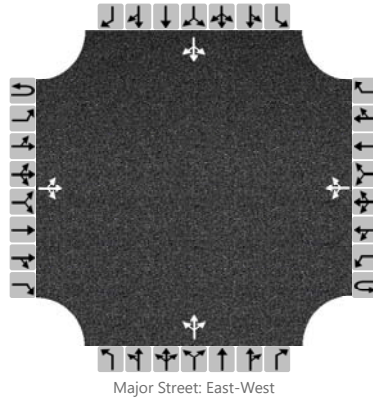
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2017         |
| Time Analyzed            | PM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                       |
|----------------------------|-----------------------|
| Intersection               | Sigwalt with Highland |
| Jurisdiction               | Arlington Heights     |
| East/West Street           | Sigwalt Street        |
| North/South Street         | Highland Avenue       |
| Peak Hour Factor           | 0.95                  |
| Analysis Time Period (hrs) | 0.25                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |    |     |    | Northbound |   |     |   | Southbound |    |     |    |
|----------------------------|-----------|----|-----|---|-----------|----|-----|----|------------|---|-----|---|------------|----|-----|----|
| Movement                   | U         | L  | T   | R | U         | L  | T   | R  | U          | L | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4  | 5   | 6  |            | 7 | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0  | 1   | 0  |            | 0 | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |   |           |    | LTR |    |            |   | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 10 | 137 | 9 |           | 10 | 197 | 51 |            | 4 | 20  | 7 |            | 45 | 21  | 39 |
| Percent Heavy Vehicles (%) |           | 0  |     |   |           | 0  |     |    |            | 0 | 0   | 0 |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |    |     |   |           |    |     |    |            |   |     |   |            |    |     |    |
| Percent Grade (%)          |           |    |     |   |           |    |     |    | 0          |   |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |   | No        |    |     |    | No         |   |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |   |           |    |     |    |            |   |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 11   |  |  |     | 11   |  |  |      |  | 32   |  |      |  | 110  |  |
| Capacity, c (veh/h)                     |     | 1315 |  |  |     | 1440 |  |  |      |  | 546  |  |      |  | 588  |  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.01 |  |  |      |  | 0.06 |  |      |  | 0.19 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.2  |  |      |  | 0.7  |  |
| Control Delay (s/veh)                   |     | 7.8  |  |  |     | 7.5  |  |  |      |  | 12.0 |  |      |  | 12.5 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.6 |      |  |  | 0.4 |      |  |  | 12.0 |  |      |  | 12.5 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |



# HCS7 Two-Way Stop-Control Report

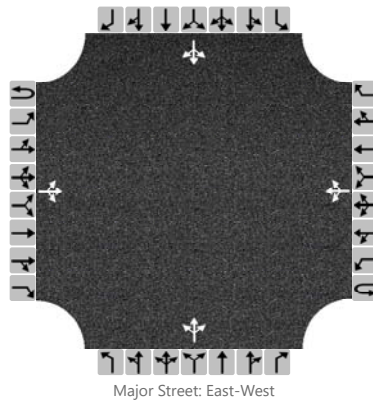
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2023         |
| Time Analyzed            | AM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                       |
|----------------------------|-----------------------|
| Intersection               | Sigwalt with Highland |
| Jurisdiction               | Arlington Heights     |
| East/West Street           | Sigwalt Street        |
| North/South Street         | Highland Avenue       |
| Peak Hour Factor           | 0.75                  |
| Analysis Time Period (hrs) | 0.25                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |    |     |    | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|----|-----|---|-----------|----|-----|----|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L  | T   | R | U         | L  | T   | R  | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4  | 5   | 6  |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0  | 1   | 0  |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |   |           |    | LTR |    |            |    | LTR |    |            |    | LTR |    |
| Volume, V (veh/h)          |           | 20 | 197 | 5 |           | 12 | 126 | 14 |            | 14 | 19  | 35 |            | 38 | 15  | 7  |
| Percent Heavy Vehicles (%) |           | 0  |     |   |           | 0  |     |    |            | 7  | 0   | 0  |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |    |     |   |           |    |     |    |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |    |     |   |           |    |     |    | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |   | No        |    |     |    | No         |    |     |    | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |   |           |    |     |    |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 27   |  |  |     | 16   |  |  |      |  | 91   |  |      |  | 80   |  |
| Capacity, c (veh/h)                     |     | 1400 |  |  |     | 1305 |  |  |      |  | 555  |  |      |  | 423  |  |
| v/c Ratio                               |     | 0.02 |  |  |     | 0.01 |  |  |      |  | 0.16 |  |      |  | 0.19 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.1  |  |  |     | 0.0  |  |  |      |  | 0.6  |  |      |  | 0.7  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.8  |  |  |      |  | 12.8 |  |      |  | 15.5 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | C    |  |
| Approach Delay (s/veh)                  | 0.9 |      |  |  | 0.7 |      |  |  | 12.8 |  |      |  | 15.5 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | C    |  |      |  |

# HCS7 Two-Way Stop-Control Report

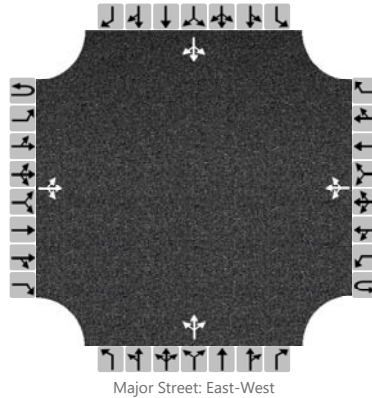
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2023         |
| Time Analyzed            | PM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                       |
|----------------------------|-----------------------|
| Intersection               | Sigwalt with Highland |
| Jurisdiction               | Arlington Heights     |
| East/West Street           | Sigwalt Street        |
| North/South Street         | Highland Avenue       |
| Peak Hour Factor           | 0.95                  |
| Analysis Time Period (hrs) | 0.25                  |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |    |     |    | Northbound |   |     |   | Southbound |    |     |    |
|----------------------------|-----------|----|-----|---|-----------|----|-----|----|------------|---|-----|---|------------|----|-----|----|
| Movement                   | U         | L  | T   | R | U         | L  | T   | R  | U          | L | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4  | 5   | 6  |            | 7 | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0  | 1   | 0  |            | 0 | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |   |           |    | LTR |    |            |   | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 13 | 141 | 9 |           | 10 | 203 | 72 |            | 4 | 28  | 7 |            | 56 | 25  | 42 |
| Percent Heavy Vehicles (%) |           | 0  |     |   |           | 0  |     |    |            | 0 | 0   | 0 |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |    |     |   |           |    |     |    |            |   |     |   |            |    |     |    |
| Percent Grade (%)          |           |    |     |   |           |    |     |    | 0          |   |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |   | No        |    |     |    | No         |   |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |   |           |    |     |    |            |   |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

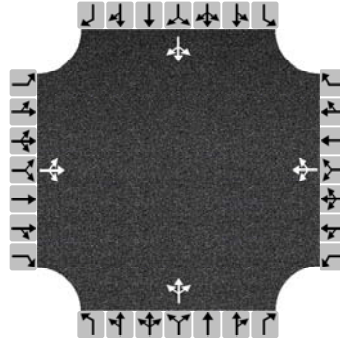
|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 14   |  |  |     | 11   |  |  |      |  | 40   |  |      |  | 129  |  |
| Capacity, c (veh/h)                     |     | 1284 |  |  |     | 1435 |  |  |      |  | 509  |  |      |  | 551  |  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.01 |  |  |      |  | 0.08 |  |      |  | 0.23 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.3  |  |      |  | 0.9  |  |
| Control Delay (s/veh)                   |     | 7.8  |  |  |     | 7.5  |  |  |      |  | 12.7 |  |      |  | 13.5 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.7 |      |  |  | 0.3 |      |  |  | 12.7 |  |      |  | 13.5 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 All-Way Stop Control Report

## General Information

|                            |              |                    |                   |
|----------------------------|--------------|--------------------|-------------------|
| Analyst                    | BSM          | Intersection       | Sigwalt with Vail |
| Agency/Co.                 | KLOA, Inc.   | Jurisdiction       | Arlington Heights |
| Date Performed             | 8/10/2017    | East/West Street   | Sigwalt Street    |
| Analysis Year              | 2017         | North/South Street | Vail Avenue       |
| Analysis Time Period (hrs) | 0.25         | Peak Hour Factor   | 0.75              |
| Time Analyzed              | AM Peak Hour |                    |                   |
| Project Description        | 17-127       |                    |                   |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |     |    | Westbound |     |    | Northbound |    |    | Southbound |    |    |
|------------------------|-----------|-----|----|-----------|-----|----|------------|----|----|------------|----|----|
| Movement               | L         | T   | R  | L         | T   | R  | L          | T  | R  | L          | T  | R  |
| Volume                 | 21        | 213 | 6  | 10        | 125 | 48 | 11         | 54 | 14 | 67         | 39 | 4  |
| % Thrus in Shared Lane |           |     |    |           |     |    |            |    |    |            |    |    |
| Lane                   | L1        | L2  | L3 | L1        | L2  | L3 | L1         | L2 | L3 | L1         | L2 | L3 |
| Configuration          | LTR       |     |    | LTR       |     |    | LTR        |    |    | LTR        |    |    |
| Flow Rate, v (veh/h)   | 320       |     |    | 244       |     |    | 105        |    |    | 147        |    |    |
| Percent Heavy Vehicles | 1         |     |    | 3         |     |    | 1          |    |    | 3          |    |    |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |  |  |       |  |  |
|-----------------------------------|-------|--|--|-------|--|--|-------|--|--|-------|--|--|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  |  |  | 3.20  |  |  |
| Initial Degree of Utilization, x  | 0.284 |  |  | 0.217 |  |  | 0.094 |  |  | 0.130 |  |  |
| Final Departure Headway, hd (s)   | 5.00  |  |  | 5.00  |  |  | 5.56  |  |  | 5.68  |  |  |
| Final Degree of Utilization, x    | 0.445 |  |  | 0.339 |  |  | 0.163 |  |  | 0.232 |  |  |
| Move-Up Time, m (s)               | 2.0   |  |  | 2.0   |  |  | 2.0   |  |  | 2.0   |  |  |
| Service Time, ts (s)              | 3.00  |  |  | 3.00  |  |  | 3.56  |  |  | 3.68  |  |  |

## Capacity, Delay and Level of Service

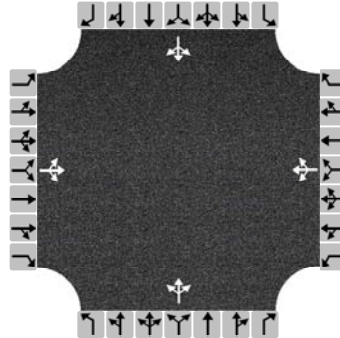
|                                         |      |  |  |      |  |  |     |  |  |      |  |  |
|-----------------------------------------|------|--|--|------|--|--|-----|--|--|------|--|--|
| Flow Rate, v (veh/h)                    | 320  |  |  | 244  |  |  | 105 |  |  | 147  |  |  |
| Capacity                                | 719  |  |  | 720  |  |  | 648 |  |  | 633  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 2.3  |  |  | 1.5  |  |  | 0.6 |  |  | 0.9  |  |  |
| Control Delay (s/veh)                   | 12.0 |  |  | 10.5 |  |  | 9.6 |  |  | 10.4 |  |  |
| Level of Service, LOS                   | B    |  |  | B    |  |  | A   |  |  | B    |  |  |
| Approach Delay (s/veh)                  | 12.0 |  |  | 10.5 |  |  | 9.6 |  |  | 10.4 |  |  |
| Approach LOS                            | B    |  |  | B    |  |  | A   |  |  | B    |  |  |
| Intersection Delay, s/veh   LOS         | 11.0 |  |  |      |  |  | B   |  |  |      |  |  |

# HCS7 All-Way Stop Control Report

## General Information

|                            |              |                    |                   |
|----------------------------|--------------|--------------------|-------------------|
| Analyst                    | BSM          | Intersection       | Sigwalt with Vail |
| Agency/Co.                 | KLOA, Inc.   | Jurisdiction       | Arlington Heights |
| Date Performed             | 8/10/2017    | East/West Street   | Sigwalt Street    |
| Analysis Year              | 2017         | North/South Street | Vail Avenue       |
| Analysis Time Period (hrs) | 0.25         | Peak Hour Factor   | 0.96              |
| Time Analyzed              | PM Peak Hour |                    |                   |
| Project Description        | 17-127       |                    |                   |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |     |    | Westbound |     |    | Northbound |    |    | Southbound |    |    |
|------------------------|-----------|-----|----|-----------|-----|----|------------|----|----|------------|----|----|
| Movement               | L         | T   | R  | L         | T   | R  | L          | T  | R  | L          | T  | R  |
| Volume                 | 23        | 159 | 4  | 15        | 203 | 99 | 15         | 63 | 18 | 79         | 44 | 37 |
| % Thrus in Shared Lane |           |     |    |           |     |    |            |    |    |            |    |    |
| Lane                   | L1        | L2  | L3 | L1        | L2  | L3 | L1         | L2 | L3 | L1         | L2 | L3 |
| Configuration          | LTR       |     |    | LTR       |     |    | LTR        |    |    | LTR        |    |    |
| Flow Rate, v (veh/h)   | 194       |     |    | 330       |     |    | 100        |    |    | 167        |    |    |
| Percent Heavy Vehicles | 1         |     |    | 1         |     |    | 0          |    |    | 0          |    |    |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |  |  |       |  |  |
|-----------------------------------|-------|--|--|-------|--|--|-------|--|--|-------|--|--|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  |  |  | 3.20  |  |  |
| Initial Degree of Utilization, x  | 0.172 |  |  | 0.294 |  |  | 0.089 |  |  | 0.148 |  |  |
| Final Departure Headway, hd (s)   | 5.13  |  |  | 4.77  |  |  | 5.43  |  |  | 5.35  |  |  |
| Final Degree of Utilization, x    | 0.276 |  |  | 0.437 |  |  | 0.151 |  |  | 0.248 |  |  |
| Move-Up Time, m (s)               | 2.0   |  |  | 2.0   |  |  | 2.0   |  |  | 2.0   |  |  |
| Service Time, ts (s)              | 3.13  |  |  | 2.77  |  |  | 3.43  |  |  | 3.35  |  |  |

## Capacity, Delay and Level of Service

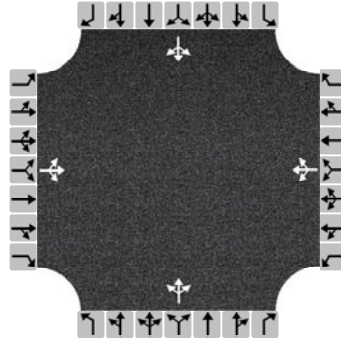
|                                         |      |  |  |      |  |  |     |  |  |      |  |  |
|-----------------------------------------|------|--|--|------|--|--|-----|--|--|------|--|--|
| Flow Rate, v (veh/h)                    | 194  |  |  | 330  |  |  | 100 |  |  | 167  |  |  |
| Capacity                                | 702  |  |  | 755  |  |  | 663 |  |  | 673  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 1.1  |  |  | 2.2  |  |  | 0.5 |  |  | 1.0  |  |  |
| Control Delay (s/veh)                   | 10.1 |  |  | 11.4 |  |  | 9.4 |  |  | 10.1 |  |  |
| Level of Service, LOS                   | B    |  |  | B    |  |  | A   |  |  | B    |  |  |
| Approach Delay (s/veh)                  | 10.1 |  |  | 11.4 |  |  | 9.4 |  |  | 10.1 |  |  |
| Approach LOS                            | B    |  |  | B    |  |  | A   |  |  | B    |  |  |
| Intersection Delay, s/veh   LOS         | 10.6 |  |  |      |  |  | B   |  |  |      |  |  |

# HCS7 All-Way Stop Control Report

## General Information

|                            |              |                    |                   |
|----------------------------|--------------|--------------------|-------------------|
| Analyst                    | BSM          | Intersection       | Sigwalt with Vail |
| Agency/Co.                 | KLOA, Inc.   | Jurisdiction       | Arlington Heights |
| Date Performed             | 8/10/2017    | East/West Street   | Sigwalt Street    |
| Analysis Year              | 2023         | North/South Street | Vail Avenue       |
| Analysis Time Period (hrs) | 0.25         | Peak Hour Factor   | 0.75              |
| Time Analyzed              | AM Peak Hour |                    |                   |
| Project Description        | 17-127       |                    |                   |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |     |    | Westbound |     |    | Northbound |    |    | Southbound |    |    |
|------------------------|-----------|-----|----|-----------|-----|----|------------|----|----|------------|----|----|
| Movement               | L         | T   | R  | L         | T   | R  | L          | T  | R  | L          | T  | R  |
| Volume                 | 22        | 235 | 6  | 10        | 133 | 49 | 11         | 56 | 14 | 69         | 40 | 4  |
| % Thrus in Shared Lane |           |     |    |           |     |    |            |    |    |            |    |    |
| Lane                   | L1        | L2  | L3 | L1        | L2  | L3 | L1         | L2 | L3 | L1         | L2 | L3 |
| Configuration          | LTR       |     |    | LTR       |     |    | LTR        |    |    | LTR        |    |    |
| Flow Rate, v (veh/h)   | 351       |     |    | 256       |     |    | 108        |    |    | 151        |    |    |
| Percent Heavy Vehicles | 1         |     |    | 3         |     |    | 1          |    |    | 3          |    |    |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |  |  |       |  |  |
|-----------------------------------|-------|--|--|-------|--|--|-------|--|--|-------|--|--|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  |  |  | 3.20  |  |  |
| Initial Degree of Utilization, x  | 0.312 |  |  | 0.228 |  |  | 0.096 |  |  | 0.134 |  |  |
| Final Departure Headway, hd (s)   | 5.07  |  |  | 5.09  |  |  | 5.71  |  |  | 5.82  |  |  |
| Final Degree of Utilization, x    | 0.494 |  |  | 0.362 |  |  | 0.171 |  |  | 0.244 |  |  |
| Move-Up Time, m (s)               | 2.0   |  |  | 2.0   |  |  | 2.0   |  |  | 2.0   |  |  |
| Service Time, ts (s)              | 3.07  |  |  | 3.09  |  |  | 3.71  |  |  | 3.82  |  |  |

## Capacity, Delay and Level of Service

|                                         |      |  |  |      |  |  |     |  |  |      |  |  |
|-----------------------------------------|------|--|--|------|--|--|-----|--|--|------|--|--|
| Flow Rate, v (veh/h)                    | 351  |  |  | 256  |  |  | 108 |  |  | 151  |  |  |
| Capacity                                | 710  |  |  | 707  |  |  | 631 |  |  | 618  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 2.8  |  |  | 1.7  |  |  | 0.6 |  |  | 1.0  |  |  |
| Control Delay (s/veh)                   | 12.9 |  |  | 11.0 |  |  | 9.9 |  |  | 10.7 |  |  |
| Level of Service, LOS                   | B    |  |  | B    |  |  | A   |  |  | B    |  |  |
| Approach Delay (s/veh)                  | 12.9 |  |  | 11.0 |  |  | 9.9 |  |  | 10.7 |  |  |
| Approach LOS                            | B    |  |  | B    |  |  | A   |  |  | B    |  |  |
| Intersection Delay, s/veh   LOS         | 11.6 |  |  |      |  |  | B   |  |  |      |  |  |

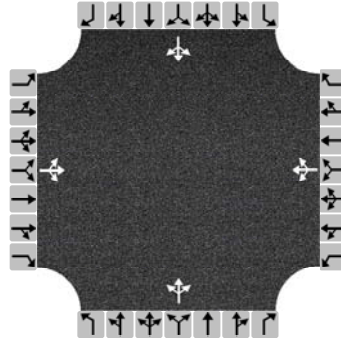


# HCS7 All-Way Stop Control Report

## General Information

|                            |              |                    |                   |
|----------------------------|--------------|--------------------|-------------------|
| Analyst                    | BSM          | Intersection       | Sigwalt with Vail |
| Agency/Co.                 | KLOA, Inc.   | Jurisdiction       | Arlington Heights |
| Date Performed             | 8/10/2017    | East/West Street   | Sigwalt Street    |
| Analysis Year              | 2023         | North/South Street | Vail Avenue       |
| Analysis Time Period (hrs) | 0.25         | Peak Hour Factor   | 0.96              |
| Time Analyzed              | PM Peak Hour |                    |                   |
| Project Description        | 17-127       |                    |                   |

## Lanes



## Vehicle Volume and Adjustments

| Approach               | Eastbound |     |    | Westbound |     |     | Northbound |    |    | Southbound |    |    |
|------------------------|-----------|-----|----|-----------|-----|-----|------------|----|----|------------|----|----|
| Movement               | L         | T   | R  | L         | T   | R   | L          | T  | R  | L          | T  | R  |
| Volume                 | 24        | 174 | 4  | 15        | 228 | 102 | 15         | 65 | 19 | 81         | 45 | 40 |
| % Thrus in Shared Lane |           |     |    |           |     |     |            |    |    |            |    |    |
| Lane                   | L1        | L2  | L3 | L1        | L2  | L3  | L1         | L2 | L3 | L1         | L2 | L3 |
| Configuration          | LTR       |     |    | LTR       |     |     | LTR        |    |    | LTR        |    |    |
| Flow Rate, v (veh/h)   | 210       |     |    | 359       |     |     | 103        |    |    | 173        |    |    |
| Percent Heavy Vehicles | 1         |     |    | 1         |     |     | 0          |    |    | 0          |    |    |

## Departure Headway and Service Time

|                                   |       |  |  |       |  |  |       |  |  |       |  |  |
|-----------------------------------|-------|--|--|-------|--|--|-------|--|--|-------|--|--|
| Initial Departure Headway, hd (s) | 3.20  |  |  | 3.20  |  |  | 3.20  |  |  | 3.20  |  |  |
| Initial Degree of Utilization, x  | 0.187 |  |  | 0.319 |  |  | 0.092 |  |  | 0.154 |  |  |
| Final Departure Headway, hd (s)   | 5.23  |  |  | 4.86  |  |  | 5.59  |  |  | 5.49  |  |  |
| Final Degree of Utilization, x    | 0.306 |  |  | 0.485 |  |  | 0.160 |  |  | 0.264 |  |  |
| Move-Up Time, m (s)               | 2.0   |  |  | 2.0   |  |  | 2.0   |  |  | 2.0   |  |  |
| Service Time, ts (s)              | 3.23  |  |  | 2.86  |  |  | 3.59  |  |  | 3.49  |  |  |

## Capacity, Delay and Level of Service

|                                         |      |  |  |      |  |  |     |  |  |      |  |  |
|-----------------------------------------|------|--|--|------|--|--|-----|--|--|------|--|--|
| Flow Rate, v (veh/h)                    | 210  |  |  | 359  |  |  | 103 |  |  | 173  |  |  |
| Capacity                                | 688  |  |  | 741  |  |  | 644 |  |  | 655  |  |  |
| 95% Queue Length, Q <sub>95</sub> (veh) | 1.3  |  |  | 2.7  |  |  | 0.6 |  |  | 1.1  |  |  |
| Control Delay (s/veh)                   | 10.5 |  |  | 12.3 |  |  | 9.7 |  |  | 10.5 |  |  |
| Level of Service, LOS                   | B    |  |  | B    |  |  | A   |  |  | B    |  |  |
| Approach Delay (s/veh)                  | 10.5 |  |  | 12.3 |  |  | 9.7 |  |  | 10.5 |  |  |
| Approach LOS                            | B    |  |  | B    |  |  | A   |  |  | B    |  |  |
| Intersection Delay, s/veh   LOS         | 11.2 |  |  |      |  |  | B   |  |  |      |  |  |

# HCS7 Two-Way Stop-Control Report

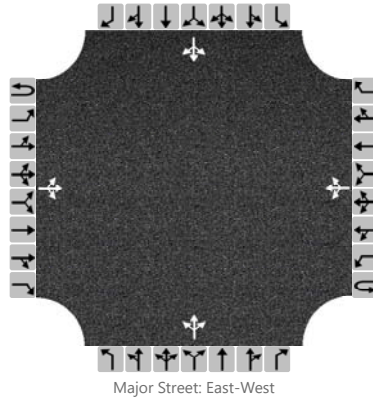
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2017         |
| Time Analyzed            | AM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                     |
|----------------------------|---------------------|
| Intersection               | South with Highland |
| Jurisdiction               | Arlington Heights   |
| East/West Street           | South Street        |
| North/South Street         | Highland Avenue     |
| Peak Hour Factor           | 0.60                |
| Analysis Time Period (hrs) | 0.25                |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |   | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|----|-----|----|-----------|----|-----|---|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |    |           |    | LTR |   |            |    | LTR |    |            |    | LTR |    |
| Volume, V (veh/h)          |           | 10 | 23  | 50 |           | 46 | 79  | 3 |            | 37 | 45  | 28 |            | 9  | 19  | 14 |
| Percent Heavy Vehicles (%) |           | 10 |     |    |           | 0  |     |   |            | 0  | 4   | 0  |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |    |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |    |     |    |           |    |     |   | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |    | No        |    |     |   | No         |    |     |    | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |    |           |    |     |   |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 17   |  |  |     | 77   |  |  |      |  | 184  |  |      |  | 70   |  |
| Capacity, c (veh/h)                     |     | 1399 |  |  |     | 1479 |  |  |      |  | 557  |  |      |  | 543  |  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.05 |  |  |      |  | 0.33 |  |      |  | 0.13 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.2  |  |  |      |  | 1.4  |  |      |  | 0.4  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.6  |  |  |      |  | 14.6 |  |      |  | 12.6 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 1.0 |      |  |  | 3.0 |      |  |  | 14.6 |  |      |  | 12.6 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

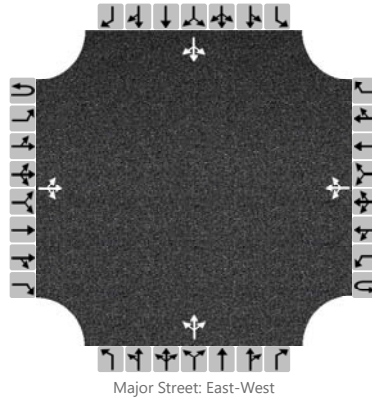
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2017         |
| Time Analyzed            | PM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                     |
|----------------------------|---------------------|
| Intersection               | South with Highland |
| Jurisdiction               | Arlington Heights   |
| East/West Street           | South Street        |
| North/South Street         | Highland Avenue     |
| Peak Hour Factor           | 0.83                |
| Analysis Time Period (hrs) | 0.25                |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |   | Westbound |    |     |   | Northbound |   |     |   | Southbound |    |     |    |
|----------------------------|-----------|---|-----|---|-----------|----|-----|---|------------|---|-----|---|------------|----|-----|----|
| Movement                   | U         | L | T   | R | U         | L  | T   | R | U          | L | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3 | 4U        | 4  | 5   | 6 |            | 7 | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0 | 0         | 0  | 1   | 0 |            | 0 | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |   |           |    | LTR |   |            |   | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 3 | 34  | 8 |           | 10 | 55  | 2 |            | 4 | 29  | 5 |            | 3  | 27  | 7  |
| Percent Heavy Vehicles (%) |           | 0 |     |   |           | 0  |     |   |            | 0 | 0   | 0 |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |   |     |   |           |    |     |   |            |   |     |   |            |    |     |    |
| Percent Grade (%)          |           |   |     |   |           |    |     |   | 0          |   |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |   |     |   | No        |    |     |   | No         |   |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |   |     |   |           |    |     |   |            |   |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |     |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|-----|--|------|--|
| Flow Rate, v (veh/h)                    |     | 4    |  |  |     | 12   |  |  |      |  | 46   |  |     |  | 45   |  |
| Capacity, c (veh/h)                     |     | 1546 |  |  |     | 1568 |  |  |      |  | 772  |  |     |  | 776  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.01 |  |  |      |  | 0.06 |  |     |  | 0.06 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.2  |  |     |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.3  |  |  |     | 7.3  |  |  |      |  | 10.0 |  |     |  | 9.9  |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | A    |  |     |  | A    |  |
| Approach Delay (s/veh)                  | 0.6 |      |  |  | 1.1 |      |  |  | 10.0 |  |      |  | 9.9 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | A    |  |      |  | A   |  |      |  |

# HCS7 Two-Way Stop-Control Report

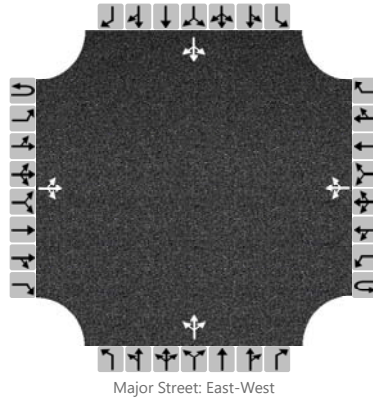
## General Information

|                          |              |
|--------------------------|--------------|
| Analyst                  | BSM          |
| Agency/Co.               | KLOA, Inc.   |
| Date Performed           | 8/10/2017    |
| Analysis Year            | 2023         |
| Time Analyzed            | AM Peak Hour |
| Intersection Orientation | East-West    |
| Project Description      | 17-127       |

## Site Information

|                            |                     |
|----------------------------|---------------------|
| Intersection               | South with Highland |
| Jurisdiction               | Arlington Heights   |
| East/West Street           | South Street        |
| North/South Street         | Highland Avenue     |
| Peak Hour Factor           | 0.60                |
| Analysis Time Period (hrs) | 0.25                |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |    | Westbound |    |     |   | Northbound |    |     |    | Southbound |    |     |    |
|----------------------------|-----------|----|-----|----|-----------|----|-----|---|------------|----|-----|----|------------|----|-----|----|
| Movement                   | U         | L  | T   | R  | U         | L  | T   | R | U          | L  | T   | R  | U          | L  | T   | R  |
| Priority                   | 1U        | 1  | 2   | 3  | 4U        | 4  | 5   | 6 |            | 7  | 8   | 9  |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0  | 0         | 0  | 1   | 0 |            | 0  | 1   | 0  |            | 0  | 1   | 0  |
| Configuration              |           |    | LTR |    |           |    | LTR |   |            |    | LTR |    |            |    | LTR |    |
| Volume, V (veh/h)          |           | 10 | 24  | 52 |           | 47 | 81  | 4 |            | 38 | 46  | 29 |            | 13 | 23  | 14 |
| Percent Heavy Vehicles (%) |           | 10 |     |    |           | 0  |     |   |            | 0  | 4   | 0  |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |    |     |    |           |    |     |   |            |    |     |    |            |    |     |    |
| Percent Grade (%)          |           |    |     |    |           |    |     |   | 0          |    |     |    | 0          |    |     |    |
| Right Turn Channelized     | No        |    |     |    | No        |    |     |   | No         |    |     |    | No         |    |     |    |
| Median Type/Storage        | Undivided |    |     |    |           |    |     |   |            |    |     |    |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

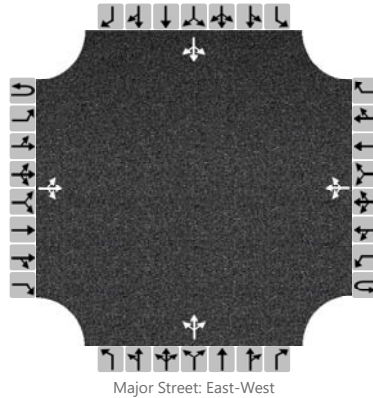
|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 17   |  |  |     | 78   |  |  |      |  | 188  |  |      |  | 83   |  |
| Capacity, c (veh/h)                     |     | 1393 |  |  |     | 1472 |  |  |      |  | 546  |  |      |  | 514  |  |
| v/c Ratio                               |     | 0.01 |  |  |     | 0.05 |  |  |      |  | 0.34 |  |      |  | 0.16 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.2  |  |  |      |  | 1.5  |  |      |  | 0.6  |  |
| Control Delay (s/veh)                   |     | 7.6  |  |  |     | 7.6  |  |  |      |  | 15.0 |  |      |  | 13.3 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | C    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 1.0 |      |  |  | 3.0 |      |  |  | 15.0 |  |      |  | 13.3 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | C    |  |      |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

## General Information

|                          |              |                            |                     |
|--------------------------|--------------|----------------------------|---------------------|
| Analyst                  | BSM          | Intersection               | South with Highland |
| Agency/Co.               | KLOA, Inc.   | Jurisdiction               | Arlington Heights   |
| Date Performed           | 8/10/2017    | East/West Street           | South Street        |
| Analysis Year            | 2023         | North/South Street         | Highland Avenue     |
| Time Analyzed            | PM Peak Hour | Peak Hour Factor           | 0.83                |
| Intersection Orientation | East-West    | Analysis Time Period (hrs) | 0.25                |
| Project Description      | 17-127       |                            |                     |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |   |     |   | Westbound |    |     |   | Northbound |   |     |   | Southbound |    |     |    |
|----------------------------|-----------|---|-----|---|-----------|----|-----|---|------------|---|-----|---|------------|----|-----|----|
| Movement                   | U         | L | T   | R | U         | L  | T   | R | U          | L | T   | R | U          | L  | T   | R  |
| Priority                   | 1U        | 1 | 2   | 3 | 4U        | 4  | 5   | 6 |            | 7 | 8   | 9 |            | 10 | 11  | 12 |
| Number of Lanes            | 0         | 0 | 1   | 0 | 0         | 0  | 1   | 0 |            | 0 | 1   | 0 |            | 0  | 1   | 0  |
| Configuration              |           |   | LTR |   |           |    | LTR |   |            |   | LTR |   |            |    | LTR |    |
| Volume, V (veh/h)          |           | 3 | 35  | 8 |           | 10 | 57  | 6 |            | 4 | 33  | 5 |            | 5  | 29  | 7  |
| Percent Heavy Vehicles (%) |           | 0 |     |   |           | 0  |     |   |            | 0 | 0   | 0 |            | 0  | 0   | 0  |
| Proportion Time Blocked    |           |   |     |   |           |    |     |   |            |   |     |   |            |    |     |    |
| Percent Grade (%)          |           |   |     |   |           |    |     |   | 0          |   |     |   | 0          |    |     |    |
| Right Turn Channelized     | No        |   |     |   | No        |    |     |   | No         |   |     |   | No         |    |     |    |
| Median Type/Storage        | Undivided |   |     |   |           |    |     |   |            |   |     |   |            |    |     |    |

## Critical and Follow-up Headways

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Base Critical Headway (sec)  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Headway (sec)       |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Follow-Up Headway (sec) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Follow-Up Headway (sec)      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |     |      |  |  |      |  |      |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|-----|------|--|--|------|--|------|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 4    |  |  |     | 12   |  |  |      |  | 51   |  |      |  | 49   |  |
| Capacity, c (veh/h)                     |     | 1536 |  |  |     | 1567 |  |  |      |  | 760  |  |      |  | 767  |  |
| v/c Ratio                               |     | 0.00 |  |  |     | 0.01 |  |  |      |  | 0.07 |  |      |  | 0.06 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |     | 0.0  |  |  |      |  | 0.2  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.3  |  |  |     | 7.3  |  |  |      |  | 10.1 |  |      |  | 10.0 |  |
| Level of Service, LOS                   |     | A    |  |  |     | A    |  |  |      |  | B    |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.5 |      |  |  | 1.0 |      |  |  | 10.1 |  |      |  | 10.0 |  |      |  |
| Approach LOS                            |     |      |  |  |     |      |  |  | B    |  |      |  | B    |  |      |  |



# Parking Ratios of Similar Developments

*Proposed Apartment Development  
Arlington Heights, Illinois*



# PARKING RATIOS OF SIMILAR DEVELOPMENTS

| Development              | Location          | Units      | Parking    | Parking Ratio |
|--------------------------|-------------------|------------|------------|---------------|
| Aloft at the Glen        | Glenview          | 181        | 181        | 1.00          |
| 9750 on the Park         | Orland Park       | 295        | 365        | 1.24          |
| Wheaton 121              | Wheaton           | 306        | 400        | 1.31          |
| Glen Gate                | Glenview          | 240        | 360        | 1.50          |
| 1717 Ridge               | Evanston          | 175        | 205        | 1.17          |
| AMLI Evanston            | Evanston          | 214        | 312        | 1.46          |
| Residences at the Grove  | Downers Grove     | 294        | 345        | 1.17          |
| Uptown La Grange         | La Grange         | 254        | 336        | 1.32          |
| The Reserve at Evanston  | Evanston          | 195        | 219        | 1.12          |
| Regency Place            | Oak Brook         | 112        | 130        | 1.16          |
| One Arlington            | Arlington Heights | 214        | 300        | 1.40          |
| E2                       | Evanston          | 356        | 371        | 1.04          |
| 1717 Ridge               | Evanston          | 175        | 200        | 1.14          |
| Ninety7Fifty on the Park | Orland Park       | 295        | 300        | 1.02          |
| Avant at the Arboretum   | Warrenville       | 310        | 392        | 1.26          |
| Central Station          | Evanston          | 80         | 80         | 1.00          |
| Wheaton 121              | Wheaton           | 306        | 400        | 1.31          |
| Midtown Square           | Glenview          | 138        | 160        | 1.16          |
| Uptown LaGrange          | La Grange         | 254        | 336        | 1.32          |
| <b>Average</b>           |                   | <b>231</b> | <b>284</b> | <b>1.22</b>   |

*Proposed Apartment Development  
Arlington Heights, Illinois*





## 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:** 45 S Chestnut Ave. – Preliminary and Final PUD for 5-Story, 88 unit Residential Housing Development. Preliminary and Final Plat of Subdivision to consolidate lots, Rezoning from R-3 to R-7 and multiple Variations (density, setbacks, building lot coverage, F.A.R., and parking)

**PC#:** 17-008

**Date:** July 17, 2017

**Sam:**

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JUL 18 2017

PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT

I have reviewed the documents submitted for the above referenced project and offer the following comments:

1. Project will be reviewed per the 2009 International Building Code (I.B.C.) as a mixed use "S-2" (parking garage) and "R-2" (residential) occupancy.
2. What is the proposed construction type of the building?
3. Provide a height and area calculation for the building including all allowable increases.
4. Provide an occupant load calculation per floor.
5. Horizontal separation between "S-2" and "R-2" shall be a 1 hour rated assembly.
6. The North exterior wall shall have a minimum fire-resistant rating of 1-hour based on the distance to the lot line of 5 feet. Table 602.
7. Provide allowable area of openings calculation for the North exterior walls.
8. Exterior wall ratings shall comply with Table 602. Adjacent existing buildings will not be required to comply with current exterior wall ratings, however, future developments will.
9. Recommend all building materials utilized in balcony construction be non-combustible.
10. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the cab size shall be not less than 60 inches by 85 inches, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

11. If the electrical service to the building is 1,200 amps or more, the electrical room shall have a minimum rating equal to the building construction, and have two exit doors on opposite ends of the room with panic hardware with a fire-rating equal to that of the room.
12. Elevator lobby shall be enclosed (IBC 708.14.1) or the hoistways pressurized (IBC 708.14.2.1-708.14.2.11).
13. Shaft enclosures shall be 2-hour fire-resistive construction for elevators and refuge chute.



**Village of Arlington Heights, IL  
Department of Building & Life Safety**

**Fire Safety Division**



Date: 7/13/2017

P.C. Number: 17-008

Project Name: Five Story 88 Unit Rental Housing Development

Project Location: 45 South Chestnut Ave

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

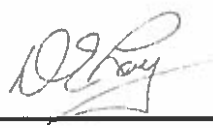
The information provided is conceptual only and subject to a formal plan review.

1. 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.
2. 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.
3. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.
4. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
5. Fire protection equipment and service rooms shall be identified in an approved manner.
6. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
7. Buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.
8. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements.
9. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.
10. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
11. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space.



12. 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.
13. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
14. Each location of a fire department communication device shall be an independent zone from the control panel.
15. Fire pumps, if provided, shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.
16. Exit signs shall be illuminated at all times and have emergency power backup.
17. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.
18. In buildings where a required accessible floor is four or more stories above or below a level of exit discharge, at least one required accessible means of egress shall be an elevator with some exceptions.
19. In buildings four or more stories above grade plane, one stairway shall extend to the roof surface, unless the roof has a slope steeper than four units vertical in 12 units horizontal.
20. Indicate the maneuvering capability of the Fire Department Tower Truck to confirm that the truck can negotiate the turns on pavement avoiding any dead-ends and identify any overhead wires that may be within the airspace of the truck set-up.
21. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. **Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.**
22. 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.
23. 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.

Date 07-13-17

Reviewed By:   
Fire Safety Supervisor

## Memorandum

To: Sam Hubbard, Planning and Community Development  
From: Cris Papierniak, Assistant Director of Public Works  
Date: July 28, 2017  
Subject: 45 S. Chestnut, P.C. #17-008



---

With regard to the proposed utility installation at 45 S. Chestnut, I have the following comments:

- 1) The permit lists address as 45 S Chestnut and the Engineering Plans lists the project as 37 S. Chestnut, reconcile this discrepancy
- 2) All existing storm sewers that are going to be abandoned must be abandoned at the respective storm main connections revise the utility plans to reflect these connections
- 3) Install chimney seals on all proposed storm and sanitary structures.
- 4) Verify the condition of the sidewalk fronting the property after the construction. If damage has occurred as a result of the construction, or drainage is not adequate (ponding), permittee must replace the affected squares.
- 5) The proposed 8" pressure connection must be enclosed within a vault with a minimum diameter of 60".
- 6) The Village will need an easement of 5' east of the east edge of the sidewalk on S. Chestnut for future maintenance of the existing 4" fiber optic conduit owned by the Village
- 7) Relocate the restrictor vault #25 to the south at least 10' from a permanent structure (wall).
- 8) There must be proper separation between the water service and the existing sewer line. Refer to the standard specifications of water and sewer installation for the State of Illinois 6<sup>th</sup> edition or newer.
- 9) All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.
- 10) A compound meter within the building will be required.
  - a. The compound meter will require a 3" bypass meter configuration.
  - b. The compound meter will be a 6" x 2" meter.
- 11) Required backflow devices (RPZ) are as listed;

- a. 1 – 6" RPZ for fire protection
- b. 1 – 3" RPZ for domestic purposes

12) A separate RPZ will be required if an irrigation system will be installed.

13) Restrictor manhole shall be accessible.

14) All roadway patches shall have surface asphalt layer extend 2' beyond edge of trench.

15) All improved sidewalk ramps shall meet ADA standards. Wherever an improvement is made, the corresponding ramp across the street shall also be improved.

16) I did not see any site lighting improvements or street lights.

17) A warning sign and light warning pedestrians of vehicle traffic is required.

18) Any existing depressed curbs along Chestnut shall be removed and replaced for full height curb.

19) Brick pavers on Highland shall match new existing downtown design including perimeter concrete ribbon curb.

20) Norway spruce spacing appears to be too close to the building. In addition, numerous large trees appear to be proposed on top of detention vault. Is the cover sufficient for these trees to prosper?

C. file

## PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-008  
 Petitioner: Michael Porto  
CA Ventures  
 Owner: CA Ventures "Clark Street Holdings, LLC"  
 Contact Person: Michael Porto - CA Ventures  
 Address: 130 E. Randolph St. Suite 2100  
Chicago, IL 60601  
 Phone #: 312-248-2095  
 Fax #: \_\_\_\_\_  
 E-Mail: mporto@ca-ventures.com

P.I.N.# TBD with Subdivision  
 Location: 45 S. Chestnut  
 Rezoning: ✓ Current: R3 Proposed: R7  
 Subdivision: ✓  
 # of Lots: \_\_\_\_\_ Current: 6 Proposed: 1  
 PUD: ✓ For: \_\_\_\_\_  
 Special Use: \_\_\_\_\_ For: \_\_\_\_\_  
 Land Use Variation: \_\_\_\_\_ For: \_\_\_\_\_  
 Land Use: \_\_\_\_\_ Current: \_\_\_\_\_  
 Proposed: \_\_\_\_\_  
 Site Gross Area: 41,987  
 # of Units Total: 88  
 1BR: 38 2BR: 38 3BR: 4 4BR: 2 50

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

## 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

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## 2. PERMITS REQUIRED OTHER THAN VILLAGE:

- a. MWRDGC X b. IDOT \_\_\_\_\_  
 c. ARMY CORP \_\_\_\_\_ d. IEPA X  
 e. CCHD \_\_\_\_\_

3. R.O.W. DEDICATIONS? .....  
 4. SITE PLAN ACCEPTABLE? .....  
 5. PRELIMINARY PLAT ACCEPTABLE? .....  
 6. TRAFFIC STUDY ACCEPTABLE? .....  
 7. STORM WATER DETENTION REQUIRED? .....  
 8. CONTRIBUTION ORDINANCE EXISTING? .....  
 9. FLOOD PLAIN OR FLOODWAY EXISTING? ...  
 10. WETLAND EXISTING? .....

| YES      | NO       | COMMENTS |
|----------|----------|----------|
| <u>X</u> | _____    | _____    |
| <u>X</u> | _____    | _____    |
| _____    | <u>X</u> | _____    |
| _____    | _____    | _____    |
| <u>X</u> | _____    | _____    |
| _____    | <u>X</u> | _____    |
| _____    | <u>X</u> | _____    |
| _____    | <u>X</u> | _____    |

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: RWG ENGR  
 DATE OF PLANS: 7/10/17

James J. Mull 8/1/17  
 Director Date

**PLAN COMMISSION PC #17-008**  
**45 S. CHESTNUT**  
**Preliminary Plat of Subdivision, Preliminary and Final PUD,**  
**Rezone**  
**Round 1**

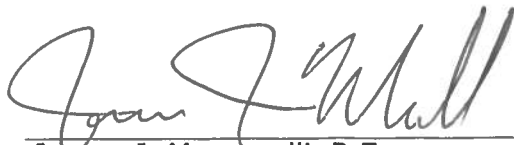
11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, 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. A consolidation is still considered a subdivision by Code. Since a resubdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineer's estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineer's estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be the proposed sanitary main, the water main extension, and the public sidewalk. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
13. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System: NAD\_1983\_StatePlane\_Illinois\_East\_FIPS\_201\_Feet  
Project: Transverse\_Mercator  
False\_Easting: 984250.00000000  
Central\_Meridian: -88.33333333  
Scale\_Factor: 0.99997500  
Latitude\_Of\_Origin: 36.66666667  
Linear Unit: Foot\_US  
Geographic Coordinate System: GCS\_North\_American\_1983  
Datum: D\_North\_American\_1983  
Prime Meridian: Greenwich  
Angular Unit: Degree
14. The Final Plat of Resubdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Resubdivision, containing all non-Village signatures,



shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

15. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Example attached. Call for an editable Word file.
16. No Preliminary Plat of Subdivision was provided.
17. Construction phasing and any road closures need to be reviewed as part of final Engineering.
18. New brick sidewalk detail meeting ADA requirements must be reviewed and approved by the Engineering Department.
19. If R.O.W. dedications along Chestnut are required, please show that on final Engineering plans and Plat of Subdivision.
20. Traffic review will be completed by August 4, 2017.

 8/1/17  
James J. Massarelli, P.E. Date  
Director of Engineering



## Arlington Heights Fire Department Plan Review Sheet

P. C. Number 17-008

Project Name

CA Ventures/Sigwalt Apartments

Project Location

45 S. Chestnut Ave.

Planning Department Contact Sam Hubbard

### General Comments

Round 1

General Comments:

- 1) Building is to be sprinkled per code.
- 2) The Fire Department Connection shall be located on the front of the building on Sigwalt Street, be fully visible, and located at the main entrance of the building within a maximum travel distance of 100 feet to the nearest fire hydrant.
- 3) A Knox Box shall be mounted on the main front door of the building.
- 4) A fire alarm zoning indicator panel and associated controls or fire alarm control panel (full functioning auxiliary panel) shall be located within the closest proximity to the front main entrance of the building.

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

Date July 24, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

# ARLINGTON HEIGHTS POLICE DEPARTMENT

## Community Services Bureau

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### DEPARTMENT PLAN REVIEW SUMMARY

**Sigwalt Apartments**  
**45 S. Chestnut Ave.**

#### Round 1 Review Comments

**07/31/2017**

**1. Character of use:**

The character of use is consistent with the area. It will be necessary to limit access to the grounds, especially the open courtyard- is this for residents only and does it have controlled access? This is recommended to limit access and loitering. The addition of Trespass signs is recommended.

**2. Are lighting requirements adequate?**

Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard and parking garage. Landscaping must not create hiding locations and should provide for natural surveillance.

**3. Present traffic problems?**

There are no traffic problems at this location.

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

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

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

The area around the vehicle entrance/exit should be clear of obstructions. Vehicle traffic entering and exiting the available covered parking must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal that vehicles are exiting.

**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.

-Parking could become an issue if a larger percentage of residents than expected have vehicles.

Emergency telephones should be installed in the parking area for added safety.

-The storage area, lower level, should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

 #272

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Brandi Romag, Crime Prevention Officer  
Community Services Bureau

# Arlington Heights Police Department

## Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: [policemail@vah.com](mailto:policemail@vah.com).

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

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

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

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

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

Print Form (To Mail)

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

### IN CASE OF EMERGENCY PLEASE CALL:

#### Contact #1

Name

Address/City

Telephone Number

Cell Number

#### Contact #2

Name

Address/City

Telephone Number

Cell Number

#### Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

## PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

|                                                        |                                                               |
|--------------------------------------------------------|---------------------------------------------------------------|
| Petition #: P.C. <u>17-008</u>                         | P.I.N.# <u>TBD with Subdivision</u>                           |
| Petitioner: <u>Michael Porto</u>                       | Location: <u>45 S. Chestnut</u>                               |
| <u>CA Ventures</u>                                     | Rezoning: <u>✓</u> Current: <u>R3</u> Proposed: <u>R7</u>     |
|                                                        | Subdivision: <u>✓</u>                                         |
| Owner: <u>CA Ventures "Clark Street Holdings, LLC"</u> | # of Lots: <u>      </u> Current: <u>6</u> Proposed: <u>1</u> |
|                                                        | PUD: <u>✓</u> For: <u>      </u>                              |
| Contact Person: <u>Michael Porto - CA Ventures</u>     | Special Use: <u>      </u> For: <u>      </u>                 |
| Address: <u>130 E. Randolph St. Suite 2100</u>         | Land Use Variation: <u>      </u> For: <u>      </u>          |
| <u>Chicago, IL 60601</u>                               |                                                               |
| Phone #: <u>312-248-2095</u>                           | Land Use: <u>      </u> Current: <u>      </u>                |
| Fax #: <u>      </u>                                   | Proposed: <u>      </u>                                       |
| E-Mail: <u>mporto@ca-ventures.com</u>                  | Site Gross Area: <u>41,987</u>                                |
|                                                        | # of Units Total: <u>88</u>                                   |
|                                                        | 1BR: <u>38</u> 2BR: <u>38</u> 3BR: <u>4BR: 2BR</u> 50         |

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

1. GENERAL COMMENTS:

See the attached accessibility comments

**RECEIVED**  
JUL 25 2017  
PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT

Sean Freres, LEHP

Environmental Health Officer

7/24/17

Date

James McCalister

tor

7/24/17

Director  
Date



Plan Review for Accessibility

Address: 45 S. Chestnut Avenue  
Preliminary and PUD for five-story 88 unit rental housing development. Preliminary and Final Plat of Subdivision to consolidate the lots, Rezoning from R-3 to R-7 and multiple variations (density, setbacks, building lot coverage, F.A.R, parking)  
  
P.C. #17-008  
  
Round 1

Submitted to: Sam Hubbard, Planning & Community Development

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

Date: July 21, 2017

Re: Illinois Accessibility Code (IAC):  
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

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1. Illinois Accessibility Code, Subpart D: Multistory Housing, New Construction Sections 400.350, 400.360 and 400.310 apply.

First Floor plan

2. Shift Accessible Parking stall so the striped access aisle aligns with the Lobby Entrance Doorway.
3. IAC Section 400.310(c) requires 5 Accessible Parking Spaces in parking facilities with 110 parking spaces.
4. IAC Section 400.Illustration B., Figures 5 and 6 apply to mail boxes, the Coffee Station and Trash receptacles.
5. Important note: The Federal Fair Housing Accessibility Guidelines apply to all public and common use areas and to 100 percent of dwelling units in elevator buildings. (See Fair Housing Amendments Act, 42 U.S.C. §3601 et seq.) and the "Fair Housing First" website links below.  
<http://www.fairhousingfirst.org/fairhousing/requirements.html>  
<http://www.fairhousingfirst.org/faq/safeharbors.html>

RECEIVED

JUL 25 2017

PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT

## PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-008Petitioner: Michael PortoCA VenturesOwner: CA Ventures "Clark Street Holdings, LLC"Contact Person: Michael Porto - CA VenturesAddress: 130 E. Randolph St. Suite 2100Chicago, IL 60601Phone #: 312-248-2095

Fax #: \_\_\_\_\_

E-Mail: mporto@ca-ventures.comP.I.N.# TBD with SubdivisionLocation: 45 S. ChestnutRezoning: ☒ Current: R3 Proposed: R7Subdivision: ☒# of Lots: \_\_\_\_\_ Current: 6 Proposed: 1PUD: ☒ For: \_\_\_\_\_

Special Use: \_\_\_\_\_ For: \_\_\_\_\_

Land Use Variation: \_\_\_\_\_ For: \_\_\_\_\_

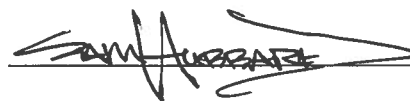
Land Use: \_\_\_\_\_ Current: \_\_\_\_\_

Proposed: \_\_\_\_\_

Site Gross Area: 41,987# of Units Total: 881BR: 38 2BR: 3BR: 4BR: 2BR 50*(Petitioner: Please do not write below this line.)*YESNO

1. ☒ \_\_\_\_\_ COMPLIES WITH COMPREHENSIVE PLAN?
2. ☒ \_\_\_\_\_ COMPLIES WITH THOROUGHFARE PLAN?
3. ☒ \_\_\_\_\_ VARIATIONS NEEDED FROM ZONING REGULATIONS?  
(See below.)
4. \_\_\_\_\_ ☒ VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?  
(See below.)
5. ☒ \_\_\_\_\_ SUBDIVISION REQUIRED?
6. ☒ \_\_\_\_\_ SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?  
(See below.)

Comments:

*Please see attached Comments.*

Date

# Planning & Community Development Dept. Review

July 26, 2017



## REVIEW ROUND 1

Project: Southern 1/3 of Block 425 – CA Ventures  
Sigwalt Apartments

Case Number: PC 17-008

### **General:**

7. A courtesy meeting with the neighbors is required prior to appearing before the Plan Commission. Has this meeting been scheduled? It is suggested that this meeting take place prior to any revisions to the plans as a result of 1<sup>st</sup> Round Departmental review comments since further revisions to the plans may be needed to address neighborhood concerns. Please provide a summary of this meeting once it has been held.
8. Please reach out to Nora Boyer, Housing Planner with the Village of Arlington Heights, to coordinate an appearance before the Housing Commission relative to the Village's Affordable Housing Policy. Appearance before the Housing Commission must be completed prior to appearing before the Plan Commission.
9. The Plat of Subdivision to consolidate the lots into one lot of record was not provided within the 1<sup>st</sup> Round submittal documents. Please provide the required Plat of Subdivision. Relative to the Plat, please note that the Final Plat, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.
10. Please note that final engineering must be approved by the Engineering Dept. no less than one week prior to appearance before the Plan Commission, which will include the payment of all engineering fees and the provision of all surety bonds, public improvement deposits, and engineering fee's. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.
11. School, Park, Library, and Affordable housing contributions will be required prior to the issuance of a building permit.
12. When plans are resubmitted, please ensure that all HKM Plans (architectural and landscape) are submitted on full sized sheets (36"). Additionally, it appears that certain sheets from HKM were not included in the submittal (missing sheets 2, 11, 16).
13. The following Variations have been identified:
  - a. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. .91 acres where code requires a minimum of 2 acres for the R-7 District.
  - b. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
  - c. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of approx. 11' where code requires a 44' setback. Please note that the extent of this Variation may increase as a result of the final determined building height.

- d. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of approx. 16.8' where code requires a 44' setback. Please note that the extent of this Variation may increase as a result of the final determined building height.
  - e. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of approx. 4.8' where code requires a 34' setback. Please note that the extent of this Variation may increase as a result of the final determined building height.
  - f. Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of approx. 18.2' where code requires a 20' setback. Please note that the extent of this Variation may increase as a result of the final determined building height.
  - g. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 71.3% building lot coverage where code allows a maximum 45% building lot coverage.
  - h. A variation to the maximum allowable building height may be required based on further details (see comment # 26 below).
  - i. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 252.5% FAR where code limits maximum FAR to 200%.
  - j. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
  - k. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 4' into the required front, exterior side, and side yards.
  - l. 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.
14. Please provide additional details on the 2<sup>nd</sup> floor outdoor amenity roof deck. What types of amenities will be provided other than tables and chairs? Will there be a firepit? Barbeque grills? Outdoor kitchen? Games? Etc.
  15. The market study indicates that the development will be 86 units and the bedroom mix outlined in the market study does not reflect the current proposed bedroom mix. Please verify that the conclusions of the market study are still applicable to the current design of the project.
  16. 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:**

17. Please revise architectural sheet 3 and engineering sheet 3 to include the actual exterior side yard setback of the building, **at its closest point**, to the property line abutting Sigwalt Street. The exterior side yard measurements provided are from the corners of the building south towards Sigwalt Street, however, the front entry of the building is closer to the street than the corners of the building. The exterior side yard setback should be measured from the closest point of the building to the corresponding property line. Similarly, on both sheets please revise the side yard setback (north) to show the distance from the one-story ramp bump out to the northern property line.
18. Please provide additional details on the overhead wires which run down the center of the site and will be removed as part of this development. Are these lines active? Who do they provide service to?
19. It appears that the overhead wires that run west from the utility pole located at the midpoint of the site along Sigwalt Street to the northeast corner of Sigwalt and Chestnut, as well as across Sigwalt to the southwest corner of Sigwalt and Chestnut, and also directly south across Sigwalt, are not proposed to be buried. Please provide a confirmation letter from all utility companies that have infrastructure on the utility pole that the overhead utilities can be engineered underground and are feasible to bury. If feasible, the petitioner shall coordinate the burial of all overhead utilities with the relevant utility companies.
20. Are any changes proposed to the existing telephone and electric utility boxes located along Sigwalt Street? Can these utility boxes be relocated to the rear of the site or put underground? Other than the transformer along Highland Ave., are any new above ground utility boxes proposed?

21. Please provide cross sections showing the storm trap with landscaping above, and cross sections from the sidewalk to all retaining walls/planter walls. Details indicating the maximum height of all retaining walls and planter walls is required.
22. There was previous discussion about an at grade detention infiltration area that would include native plantings and would be located in the northwest corner of the site. Is this element no longer proposed?
23. The site plan should be revised so that there are only two parking spaces between the garage entrance and the corner of Sigwalt and Highland. These spaces can double as a loading zoning with parking restrictions for loading between certain hours. Please revise the site plan accordingly and propose desired loading zone no parking times.

**Building:**

24. Please provide conceptual floor plans for all unit models.
25. Building height shall be measured from the average finished grade along the property line of the front of the property. Since the property has two "fronts" per code (frontage along Highland and along Chestnut), the height of the building along these frontages will determine the height of the building per zoning code regulations. Please update the elevations to show maximum height at both corners of the building in the east elevation and west elevation **as measured from grade at the property line in those locations** (i.e. not from grade at the first floor as currently shown in the south elevation). Please note that this will likely change the height of the building from a zoning perspective, which may alter the extent of the setback Variations and may create the need for a height Variation.
26. Please note that balconies are not allowed to project into a require front, side, or exterior side yard. As the balconies along the south, east, and west elevations project outward from the building and into the required yards, a Variation is required and has been added to the summary contained in comment #12.
27. Will any of the proposed den's have closets, doors, or windows? What is a "blind den"?
28. How will access to the green roof above the ramp be provided for maintenance?
29. Please provide measurements for the width of **all** drive aisles within the interior garage. It appears that the ramp will be only 20' wide, and certain drive aisle may only be 23'-6" wide. Additionally, the entry drive into the garage appears to be only 20' wide. All two-way drive aisles are required to be a minimum of 24' wide. Please clarify if a Variation is requested.
30. Certain parking spaces are proposed at only 16' in depth with no overhang. Code requires that all parking spaces be 9' wide by 18' deep, with the exception for 16.5' deep spaces where a 1.5' overhang is provided. In addition, certain spaces may be 8.5' in width upon review and approval by the Engineering Department. Please clarify if a variation is requested for parking space size.

**Landscaping:**

31. The landscape architect should verify that the location of all proposed trees is viable given the underground storm trap and certain utility lines.
32. The landscape plan indicated a "lawn" area at the southwest corner of the building, however, that area is shown as brown and not shaded as green like the other lawn areas on the plan. Please revise the plan to clarify if this area will be mulched or will be lawn.
33. The proposed transformer located in the front yard along Highland needs to be screened with landscaping. Please note that a Variation to allow this transformer in the front yard is required and has been added to the summary in comment #12.



**Parking and Traffic:**

34. The parking requirements for the site are shown below:

| DEVELOPMENT                       | PARKING CODE USE | NUMBER OF UNITS | SQUARE FOOTAGE | PARKING RATIO       | PARKING REQUIRED                                |
|-----------------------------------|------------------|-----------------|----------------|---------------------|-------------------------------------------------|
| Sigwalt Apartment Building        | R-7 Multi-Family | 88              | N/A            | 1.5 spaces per unit | 132                                             |
| Total Parking Required            |                  |                 |                |                     | 132                                             |
| Total Parking Provided            |                  |                 |                |                     | 110                                             |
| Parking <b>Surplus</b> /(Deficit) |                  |                 |                |                     | <b>22</b> (16.6% reduction in required parking) |

As outlined above, a parking variation is required. In lieu of a parking Variation, the developer may request that the 22 required spaces be provided in the Vail Avenue garage through an agreement with the Village, which would require that the developer contribute to the downtown parking fund at a rate of approx. \$4,400 per required parking space. Please note that all agreements for parking within Village owned garages must be discussed with the Parking Committee. The applicant has to option to provide adequate justification for a parking variation (see comment #35), request that the parking be provided in the Vail Avenue garage through an agreement with the Village, or provide the code required parking on site. Please clarify what approach is proposed.

35. If a variation is requested, additional information is needed to substantiate the viability of the proposed 1.25 spaces per unit parking ratio. Please provide additional data on the most applicable developments surveyed in the KLOA study (9750 on the Park, Wheaton 121, Residences at the Grove, and Uptown La Grange), including the number of bedrooms in each unit of those developments, the occupancy of each of those developments, and the actual usage of the provided parking in those developments. The supply has been provided for each of those developments, however, the demand for parking in those developments has not been analyzed. Are the parking facilities at these developments at capacity, or do they experience a surplus of parking? Additional comparative examples would also be helpful, please consider the Deerfield Village Center Apartments in Deerfield, River 595 in Des Plaines, Kingston Pointe Apartments in Des Plaines, Elmhurst 225 in Elmhurst, and the Park 205 development in Park Ridge. Unless clear evidence has been provided to show that the proposed 1.25 parking spaces per unit ratio will be sufficient for parking demand, staff will recommend that the 22-space deficit be accommodated in the Vail Avenue garage (if space allows), or that additional on-site parking be provided.
36. The KLOA study makes several references to parking areas being accessed off Chestnut, however, the site plan does not show any access from Chestnut. Please clarify and make revisions accordingly.

Prepared by: 

45 S. Chestnut Avenue  
PC #17-008  
July 26, 2017

### **Landscape Issues**

- 1) Provide landscaping adjacent to the transformer on the east elevation. Any utility meters or mechanical units must be screened with landscaping or another appropriate method of screening.
- 2) There are trees proposed above the detention vault. Please verify what can be planted and show the outline of the vault on the landscape plan.
- 3) The proposed elms along Sigwalt Street may potentially conflict with the overhead utility line along Sigwalt. Evaluate the placement and species of the proposed trees.
- 4) Provide details of the streetscape along Highland Avenue.
- 5) Overall, the landscaping is minimal and it is recommended that additional landscaping be provided. The landscaping should be layered in order to help soften the proposed building. In addition, consider specialty pavement at the main entrance of the building.

August 16, 2017

Mr. Sam Hubbard  
Department of Planning and Community Development  
Village of Arlington Heights  
33 S. Arlington Heights Road  
Arlington Heights, IL 60005

Re: Sigwalt Apartments – 45 S. Chestnut Ave.  
Village PC#: 17-008  
HKM Project No. 16031

Dear Mr. Hubbard,

Please accept the following responses to the Plan Commission Department Review Comments – Round 1, dated as indicated below.

Building & Life Safety Department, dated July 17, 2017

1. Project will be reviewed per 2009 IBC as mixed use “S-2” (parking garage) and “R-2” (residential) occupancy. – ok
2. The proposed construction type of the building is III-A.
3. Height and Area calculation:  
Per Table 503 for III-A  
R-2 allowed: 65' height, 4 stories, 24,000 sf/story  
S-2 allowed: 65' height, 4 stories, 39,000 sf/story  
With height and area increases due to NFPA 13 sprinkler per IBC 504.2 and 506.3:  
R-2 allowed: 85' height, 5 stories, 72,000 sf/story (max. actual is 28,245 sf)  
S-2 allowed: 85' height, 5 stories, 117,000 sf/story (max. actual is 28,245 sf)  
Per IBC 508.3.2 for nonseparated occupancies (dwelling units will be separated as required by other sections of the code), allowable building area and height shall be based on the most restrictive allowances for each occupancy group.  
Applying IBC 506.4 for total allowable overall building area:  
R-2 allowed: 72,000 sf/story \* 3 = 216,000 sf (actual w/o basement: 118,401 sf)  
S-2 allowed: 117,000 sf/story \* 3 = 351,000 sf (actual w/o basement: 118,401 sf)
4. Occupant Load Calculation (Parking garage and Residential both 200 sf/occ):  
Basement 26,549 sf/200 = 133 occupants



ARCHITECTS + PLANNERS, INC.

ARCHITECTURE  
LAND PLANNING  
LANDSCAPE ARCHITECTURE  
INTERIOR ARCHITECTURE

- 1st Floor 28,245 sf/200 = 142 occupants
- 2nd Floor 22,539 sf/200 = 113 occupants
- 3rd Floor 22,539 sf/200 = 113 occupants
- 4th Floor 22,539 sf/200 = 113 occupants
- 5th Floor 22,539 sf/200 = 113 occupants
- 5. Horizontal separation between "S-2" and "R-2" will be a 1-hour rated assembly.
- 6. The North exterior wall within 5' of the property line will have a fire-resistant rating of 1-hour.
- 7. Allowable area of openings calculation for the North exterior wall per IBC 705.8.1 and Table 705.8:  
There are no openings in the exterior wall that is 5' from the north property line.  
Maximum allowed area of unprotected exterior wall openings in the wall with fire separation distance of 18.35' (15' to less than 20' on Table), for a sprinklered building, is 75% in any story.  
Total area of wall of one story =  $236' \times 11'-4" = 2675 \text{ sf}$   
Total area of unprotected openings = 1616 sf  
 $1616 \text{ sf} / 2675 \text{ sf} = 60.4\% \text{ actual} < 75\% \text{ allowed}$
- 8. Exterior wall ratings will comply with Table 602.
- 9. The balconies are currently planned to be non-combustible.
- 10. At least one elevator will be provided for fire department emergency access with a cab size to accommodate the village's ambulance stretcher requirements.  
Elevator manufacturer's information regarding cab size and stretchers was emailed to the village for review.
- 11. The electrical room will comply with the applicable village-adopted codes and requirements.
- 12. Elevator lobbies are not required because the building will have an automatic sprinkler system to comply with IBC 708.14.1, Exception 4.
- 13. Shaft enclosures, including those for elevators and refuse chutes, will be 2-hour fire-rated to meet the applicable village-adopted codes and requirements.

Fire Safety Division, dated July 13, 2017

- 1. Fire department connections will be located near the main front entrance and within 100 feet of a fire hydrant.
- 2. A Fire Lane and Truck Maneuvering Plan has been provided to identify three available fire apparatus access roads.



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ARCHITECTURE  
LAND PLANNING  
LANDSCAPE ARCHITECTURE  
INTERIOR ARCHITECTURE

3. A complete NFPA compliant fire suppression system to meet the applicable village-adopted codes and requirements will be provided.
4. An approved water supply capable of supplying the required fire flow for fire protection will be provided.
5. Fire protection equipment and service rooms will be identified to meet village requirements.
6. Access to fire protection equipment will be provided to meet village requirements.
7. Building will provide radio coverage for emergency responders to meet village requirements.
8. Standby power is not required for the elevators because the building will have an automatic sprinkler system and a horizontal exit to comply with IBC 1007.2.1, Exception 1.
9. A fully functional fire alarm will be provided to meet village requirements and the alarm annunciator panel will be located at the front entrance.
10. Shop drawings for fire alarm systems will be submitted by the General Contractor for village review prior to installation.
11. Visible alarm notification appliances will be provided in public areas and common areas to meet village requirements and a visible exterior weatherproof alarm notification device will be located near the front main entrance.
12. A zoning indicator panel and associated controls or a fire alarm control panel to meet village requirements will be located in the vestibule of the front main entrance.
13. A Knox Box containing keys will be provided near the front main entrance to meet village requirements.
14. Fire department communication devices will be zoned to meet village requirements.
15. A fire pump, if provided, will be installed to meet the applicable village-adopted codes and requirements.
16. Exit signs will be illuminated at all times and have emergency power battery backup to meet the applicable village-adopted codes and requirements.
17. The elevators will not be used as accessible means of egress since the building will have an automatic sprinkler system and a horizontal exit to comply with IBC 1007.2.1, Exception 1.
18. The elevators will not be used as accessible means of egress. See comment 17 response.





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ARCHITECTURE  
LAND PLANNING  
LANDSCAPE ARCHITECTURE  
INTERIOR ARCHITECTURE

19. As allowed by IBC 1009.13, since the main roof is not occupied, access will be provided by an alternating tread device and will comply with the applicable village-adopted codes and requirements.
20. The maneuvering capability of the fire trucks and the available fire apparatus access roads relative to the existing overhead wires have been indicated on the Fire Lane and Truck Maneuvering Plan.
21. The fire apparatus access road along Sigwalt will stop where the existing overhead wires are located to avoid any conflicts with the aerial apparatus.
22. Fire department connections will be installed to meet the applicable village-adopted codes and requirements and will be located near the main front entrance.
23. Fire department connections will be located near the main front entrance unless a different location is desired by the village.

#### Fire Department, dated July 24, 2017

1. The building will be sprinklered to meet the applicable village-adopted codes and requirements.
2. The fire department connection will be in a visible location near the main front entrance on Sigwalt Street and within 100 feet of a fire hydrant.
3. A Knox Box containing keys will be provided near the front main entrance to meet village requirements.
4. A fire alarm zoning indicator panel and associated controls or fire alarm control panel to meet village requirements will be located in the vestibule of the front main entrance.

#### Health Services Department, dated July 24, 2017

1. The building will comply with the applicable sections of the Illinois Accessibility Code.
2. The accessible parking stalls have been adjusted to align the striped access aisle with the Lobby entrance door.
3. The parking garage has been modified to provide (5) total accessible parking spaces.
4. The coffee station and trash receptacles and at least 20% of the mailboxes will comply with the applicable sections of the Illinois Accessibility Code.
5. The building will comply with applicable federal regulations, including the Fair Housing Act.



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INTERIOR ARCHITECTURE

Planning & Community Development Department, dated July 26, 2017

7. The neighborhood meeting has been scheduled for August 21.
8. The Housing Commission meeting has been scheduled for August 15.
9. The Plat of Subdivision has been included with this re-submittal.
10. Revised final engineering plans have been included with this re-submittal.
11. School, Park, Library, and Affordable Housing contributions will be made prior to issuance of the building permit.
12. The re-submittal includes the required full-size sheets and sheets 2 and 16.  
When we have completed design revisions due to comments during our Design Commission meeting, we will update your sets with revised exterior elevations and provide the remaining renderings, materials and sign sheets.
13. The variations needed based on the rezoning requirements are requested by the Owner. Regarding item k, since the exact depth of the balconies has not been fully determined at this point, we would like to request that the variance for Permitted Obstructions indicate to allow certain balconies to project up to 5'-4" into the required front, exterior side, and side yards.
14. The 2<sup>nd</sup> floor outdoor amenity roof deck is shown on the Site Plan and Landscape Plan and includes a pergola/trellis structure and tables and chairs. No firepits, outdoor kitchens, nor games are proposed, but there are (2) barbeque grills planned for each side of the elevator tower with a dry-pipe sprinkler head located on the exterior wall above each to prevent possible fire issues.
15. Please see attached letter from Appraisal Research Counselors that confirms the current unit mix still yields the same conclusions as the original market study.
16. All plans and/or studies being resubmitted include a revision date.
17. The setback dimensions have been revised to be located at the closest points of the building to the corresponding property lines.
18. The Owner has met with ComEd and learned that ComEd will relocate the existing overhead wires that run north-south through the property, most likely to the overhead lines that exist on the west side of Chestnut.
19. The Owner has met with ComEd and the existing overhead wires along Sigwalt are not feasible to bury. ComEd has indicated they would be willing to relocate the overhead wires that run diagonally across Sigwalt. If the Village allows ComEd to set a new pole across Sigwalt (south side), they will run the existing overhead wires across Sigwalt, north to south from the midpoint of the site on



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Sigwalt. However, there are still existing cable wires (WOW Cable) that run east to west along Sigwalt and the Owner is currently working with the companies to see if those can be relocated also. Further discussions with ComEd and the cable companies are still pending.

20. There are no changes proposed to the existing telephone and utility boxes along Sigwalt. They are AT&T main distribution panels that cannot be relocated as they serve the entire neighborhood, and the second box is an AT&T fiber box that cannot be relocated. The transformer shown on Highland is the only new above ground utility box proposed.
21. Cross sections of the storm trap with landscaping above and from the sidewalk to the retaining walls/planter walls with heights indicated have been provided in the Civil Engineering drawings.
22. The underground storm trap for village detention requirements has been located in the northwest corner of the site and is no longer planned for an at-grade detention infiltration area.
23. The site plan has been revised to show a loading space between the garage entrance and the corner of Sigwalt and Highland.
24. Conceptual floor plans for the dwelling units have been included with this re-submittal.
25. The elevations have been updated to show the maximum height at both corners of the building in the East Elevation and West Elevation, as measured from grade at the property line in those locations. Any new variances needed due to this revised building height are requested.
26. Since the exact depth of the balconies has not been fully determined at this point, we would like to request that the variance for Permitted Obstructions indicate to allow certain balconies to project up to 5'-4" into the required front, exterior side, and side yards.
27. The proposed dens will not have doors or windows, but where they are located near the apartment entry door, there may be an entry closet off the den. A "blind den" would be a den without an exterior window directly into the space. Any "blind" rooms will be provided with artificial light and ventilation to comply with building code requirements of IBC 1205.1 and 1203.1, or they will comply with IBC 1205.2.1 and 1203.4.1.1 for adjoining spaces to borrow natural light and ventilation.
28. Access to the green roof above the ramp for maintenance will be provided by a portable ladder.



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29. Additional dimensions for the drive aisles have been provided in the parking garage.
30. Additional dimensions for the parking spaces have been provided. The foundation wall has been modified to eliminate most of the 16' deep spaces, but due to the column spacing, there are some spaces that are 8.5' wide. We would like to request a variance for parking space size.
31. The landscape plan has been modified to accommodate the underground storm trap and utility lines.
32. The area at the southwest corner of the building has been revised to clarify what is being proposed.
33. Landscaping has been added to screen the transformer along Highland.
34. See responses to Traffic, Access, & Parking in attached letter from RWG.
35. See responses to Traffic, Access, & Parking in attached letter from RWG.
36. See responses to Traffic, Access, & Parking in attached letter from RWG.

Planning & Community Development Department – Landscape Issues, dated July 26, 2017

1. Landscaping has been added to screen the transformer along Highland.
2. The outline of the detention vault has been shown on the landscape plan and plantings have been modified.
3. The proposed trees along Sigwalt are a medium scale narrow cultivar of Elm that should not conflict with the overhead utility lines.
4. The sidewalk along Highland Avenue will comply with the village streetscape paving standards.
5. We respectfully disagree and believe the landscaping proposed is an appropriate amount and has been layered to help soften the building. Specialty pavement at the main entrance was considered, but we felt the area currently has significant visual variation due to the grade changes, sloping walk, steps, and palette of materials being used for the exterior walls and the site/planter walls.

Police Department, dated July 31, 2017

1. The courtyard area is the roof of the 1<sup>st</sup> story and will not be accessible to passersby.
2. Lighting will be provided to meet the applicable village-adopted codes and requirements with special attention given to the courtyard and parking garage. Landscaping has been selected with concern to not create hiding locations.



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3. There are no traffic problems at this location. – ok
4. This is not a problem area in relation to traffic accidents. – ok
5. Regarding street parking near the vehicle entrance/exit drive, a full-time loading zone is proposed to the south of the entry drive and a single parking space is proposed to the north. Warning lights/audible bollards will be provided near the sidewalk to signal that vehicles are exiting.
6. Emergency information/contact card has been included with this re-submittal and will be kept current through all construction phases. Justification for the number of parking spaces has been provided in the traffic/parking study. Security cameras will be installed in the parking garage for added safety. The storage area, lower level, will be secured and accessible only to residents with signage and security cameras provided.

Public Works Department, dated July 28, 2017

Please see attached letter from RWG.

Engineering Department, dated August 1 and 3, 2017

Please see attached letter from RWG, and the following items:

24. Adjustments to the parking garage have been made to improve access to doorways and building management will coordinate requirements for assignment of spaces as needed to meet tenant needs.
25. Additional dimensions have been added to the parking garage plans. Spaces are 18' deep and 8.5' wide with the exception of the one 16' deep space.



August 16, 2017

Mr. Sam Hubbard  
Department of Planning and Community Development  
Village of Arlington Heights  
33 S Arlington Heights Road  
Arlington Heights, IL 60005

Re: Sigwalt Apartments – 45 S. Chestnut Ave.  
Village PC#: 17-008  
RWG Project #291-127-16

Dear Mr. Hubbard,

Please accept the following responses to the Plan Commission Department Review Comments – Round 1, dated as indicated below.

Public Works Department, dated July 28, 2017

1. The address was corrected on the Final Engineering Plans to reflect 45 S. Chestnut Avenue.
2. A note was added to require storm sewers to be abandon at the respective main connections. Some of the existing storm sewers that are to be removed could not be entirely located because of existing blind connections. These sewers will be exposed in the field and properly abandon.
3. Chimney seals were called out to be required on all proposed sanitary and storm sewer structures.
4. A note was added, in your words, to address the condition of the sidewalk after construction.
5. The pressure connection is within a 60" diameter vault.
6. The village will be receiving an 8' wide dedication of ROW along the east side of Chestnut. The 4" fiber optic conduit was located in the field and its proper location is now shown on the plans. This line falls within the current Chestnut ROW. The new 8' dedicated ROW is free of all "wet" utilities and the fiber optic line.
7. The restrictor structure was relocated south of the wall for easier access.
8. The water service is located 10' from existing and proposed utilities. (The only exception is the 4" perforated pvc needed to drain the permeable pavers.)
9. All methods of construction and materials shall conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights.
10. A compound meter within the building will be provided as required by the village. Noted.
11. Required backflow devices will also be provided. Noted.
12. Separate RPZ will be provided if an irrigation system is installed. Noted.

13. The restrictor structure was relocated for easier access.
14. All roadway patches shall extend 2' beyond the trench.
15. We are introducing only one entrance with 2 ADA sidewalk ramps. No other ramps on any of the existing corners are being modified or touched. We are currently waiting to receive the village's approved brick paver detail with ramps. As soon as we receive this detail, we will add it to our plans.
16. No street lights or site lighting is being proposed at this time.
17. A warning sign and light warning pedestrians of vehicle traffic will be coordinated by the architect.
18. All existing depressed curbs along Chestnut are called out to be removed and replaced with B6.12 curb and gutter.
19. We are currently waiting to receive the village's detail. A spot for the detail is allocated on sheet 8.
20. The landscaping is revised to not include any large trees over the storm trap. Only sod/grass and small bushes will be planted in the 2.0 feet of cover.

Engineering Department, dated August 1 and 3, 2017

11. The petitioner acknowledges that these comments are only to ensure the project meets the requirements for the Plan Commission.
12. The Plat is included in this submittal and the Engineer's cost estimates will be submitted after this next round of reviews (3 weeks before final Plan commission meeting).
13. The Final Engineering plans will be georeferenced in the next submittal.
14. The Final Plat of Subdivision is included in this submittal. The utility easements for the watermain services and valves are still under village review. The petitioner acknowledges that Final Plat with signatures shall be submitted one week before final Plan Commission meeting.
15. The proposed underground detention system will be private. The onsite utility maintenance agreement is in review with our client. Once it is clear about ownership of the watermain services (if it includes the valves on private property or not), the agreement can be completed.
16. The Plat is included with this submittal for review.
17. Construction phasing and road closure exhibit is submitted by the contractor as part of this review.
18. The village's detail for downtown brick pavers will be added to the plans when we receive it.
19. ROW dedications are shown on Engineering Plans and Plat.
20. For traffic responses, see below from KLOA.

Traffic, Access & Parking

- 21. The proposal to have the driveway into the basement parking level of this building off chestnut is going to pose problems with exit beacon and audible signal, and shining headlights being a nuisance for adjacent single family residences.**

The traffic impact study has been revised to match the site plan which shows access only from Highland Avenue. All reference to an access drive on Chestnut Street has been removed. Traffic Distribution and Analysis has been updated accordingly.

- 22. The representation of site traffic distribution seems incorrect as only 10% of site traffic is proposed from the north. The Traffic data reflected in Figures 4, 5, 6, and 7 should be modified to show the peak hour traffic counts for the intersections of Campbell and Chestnut.**

The traffic impact study has been revised to include the intersections of Campbell Street with Chestnut Avenue and Campbell Street with Highland Avenue. The directional distribution has been adjusted to properly reflect traffic using these intersections.

- 23. The parking ratio table provided to support the request for 1.25 parking stalls per unit does not provide information as to whether the original number off proposed parking stalls are full and potentially over saturated. If excess demand or tenants are on lists for additional parking, needs to be verified through contact with property management with the locations provided to verify the real usage of parking stalls at these properties.**

The appendix table provides additional examples of similar residential developments that provide parking at a comparable parking ratio to that of the proposed development.

- 24. The layout of the parking stalls in the underground garage is extremely unconventional and peculiar. Cars parked tandem, at 90 degrees, and dead end into the end of a drive aisle poses issues for packing out of stall, pinning in certain tenant vehicles, and access to doorways**

To be addressed by others.

- 25. Specific detailed plans with exact dimensions of parking stall lengths and widths, column locations and dimensions, ramp widths, etc. should be provided for review.**

To be addressed by others

- 26. Are any provisional arrangements being made for reciprocal stalls in the Vail Avenue Parking Garage?**

No parking arrangements are being made to provide additional stalls within the Vail Avenue Parking Garage

- 34. The parking requirements for the site are shown below:**

| <i>DEVELOPMENT</i>                | <i>PARKING CODE USE</i> | <i>NUMBER OF UNITS</i> | <i>SQUARE FOOTAGE</i> | <i>PARKING RATIO</i>       | <i>PARKING REQUIRED</i>                         |
|-----------------------------------|-------------------------|------------------------|-----------------------|----------------------------|-------------------------------------------------|
| <i>Sigwalt Apartment Building</i> | <i>R-7 Multi-Family</i> | <i>88</i>              | <i>N/A</i>            | <i>1.5 spaces per unit</i> | <i>132</i>                                      |
| <i>Total Parking Required</i>     |                         |                        |                       |                            | <i>132</i>                                      |
| <i>Total Parking Provided</i>     |                         |                        |                       |                            | <i>110</i>                                      |
| <i>Parking Surplus/(Deficit)</i>  |                         |                        |                       |                            | <i>22 (16.6% reduction in required parking)</i> |

As outlined above, a parking variation is required. In lieu of a parking Variation, the developer may request that the 22 required spaces be provided in the Vail Avenue garage through an agreement with the Village, which would require that the developer contribute to the downtown parking fund at a rate of approx. \$4,400 per required parking space. Please note that all agreements for parking within Village owned garages must be discussed with the Parking Committee. The applicant has to option to provide adequate justification for a parking variation (see comment #35), request that the parking be provided in the Vail Avenue garage through an agreement with the Village, or provide the code

**required parking on site. Please clarify what approach is proposed.**

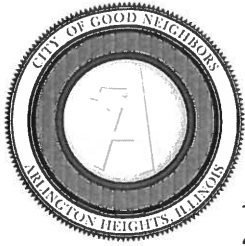
No parking arrangements are being made to provide additional stalls within the Vail Avenue Parking Garage. Justification has been provided for the proposed parking supply in comment 35.

- 35. If a variation is requested, additional information is needed to substantiate the viability of the proposed 1.25 spaces per unit parking ratio. Please provide additional data on the most applicable developments surveyed in the KLOA study (9750 on the Park, Wheaton 121, Residences at the Grove, and Uptown La Grange), including the number of bedrooms in each unit of those developments, the occupancy of each of those developments, and the actual usage of the provided parking in those developments. The supply has been provided for each of those developments, however, the demand for parking in those developments has not been analyzed. Are the parking facilities at these developments at capacity, or do they experience a surplus of parking? Additional comparative examples would also be helpful, please consider the Deerfield Village Center Apartments in Deerfield, River 595 in Des Plaines, Kingston Pointe Apartments in Des Plaines, Elmhurst 225 in Elmhurst, and the Park 205 development in Park Ridge. Unless clear evidence has been provided to show that the proposed 1.25 parking spaces per unit ratio will be sufficient for parking demand, staff will recommend that the 22-space deficit be accommodated in the Vail Avenue garage (if space allows), or that additional on-site parking be provided.**

Additional locations with similar access to public transit were added as further justification. The new average spaces per unit is 1.22. The added residential developments used in the study can be found in the Appendix, along with their location, number of units, and parking provided.

- 36. The KLOA study makes several references to parking areas being accessed off Chestnut, however, the site plan does not show any access from Chestnut. Please clarify and make revisions accordingly.**

The traffic impact study has been revised to match the site plan which shows access only from Highland Avenue. All reference to an access drive on Chestnut Street has been removed. Traffic Distribution and Analysis has been updated accordingly.



## Village of Arlington Heights Building & Life Safety Department

Zon

### Interoffice Memorandum

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

**From:** Deb Pierce, Plan Reviewer, Building & Life Safety Department

**Subject:** 45 S Chestnut Ave. – Preliminary and Final PUD for 5-Story, 88 unit Residential Housing Development. Preliminary and Final Plat of Subdivision to consolidate lots, Rezoning from R-3 to R-7 and multiple Variations (density, setbacks, building lot coverage, F.A.R., and parking)

**PC#:** 17-008 - Round 2

**Date:** August 18, 2017

Sam:

I have reviewed the documents submitted for the above referenced project and do not have any more comments.

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PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT





Village of Arlington Heights, IL  
Department of Building & Life Safety

Fire Safety Division



Date: 8/21/2017

P.C. Number: 17-008 Round 2

Project Name: Five Story Rental Housing Development

Project Location: 45 South Chestnut Ave

Planning Department Contact: Sam Hubbard, Planning and Community Development

The information provided is conceptual only and subject to a formal plan review.

1. Response comments from round comment number 21 states "The fire apparatus road along Sigwalt will stop where the existing overhead wires are located to avoid any conflicts with the aerial apparatus". An explanation of the intent and practicability of this comment is being requested. The Fire Code states specifically that buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. **Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. FINAL PLAN APPROVAL SHALL BE OBTAINED BY THE FIRE CHIEF.**
2. Regarding the comment to Planning & Community Development dated July 26, 2017; comment number 14 states that the 2<sup>nd</sup> floor amenity roof deck includes tables and chairs. No firepits, outdoor kitchens, nor games are proposed, but there are two barbeque grills planned for each side of the elevator tower with a dry-pipe sprinkler head located on the exterior wall above each to prevent possible fire issues.

The following shall be adhered to:

- 1) The dry pipe fire suppression system shall be connected to the fire alarm system, be approved prior to installation and shall be part of the final acceptance test
- 2) No charcoal or solid fuel shall be used for grill cooking
- 3) Portable fire extinguishers appropriate for this type of use shall be provided within immediate reach at each grill location.
- 4) Grill shall not have ability to move or be relocated from final approved position.

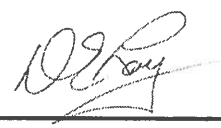
Date 08-23-17

Reviewed By:

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AUG 23 2017

PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT

  
Fire Safety Supervisor

## Memorandum

To: Sam Hubbard, Planning and Community Development  
From: Cris Papierniak, Assistant Director of Public Works  
Date: August 28, 2017  
Subject: 45 S. Chestnut, P.C. #17-008



With regard to the proposed utility installation at 45 S. Chestnut, I have the following comments:

- 1) The proposed water main should split after it enters the building (in the utility room). This will reduce the meter count to one 6" or 8" fire line rated water meter (depending up on flow requirements).
- 2) The water main should be zinc coated ductile iron pipe and should be wrapped in "V-Bio" poly ethylene wrapping.
- 3) Required backflow devices (RPZ) are as listed;
  - a. 1 – RPZ for fire protection (size to be determined after further detail is submitted)
  - b. 1 – RPZ for domestic purposes (size to be determined after further detail is submitted)
- 4) Submit a comprehensive maintenance plan and attach it to the submitted civil drawings for future reference by HOA.
- 5) Crosswalk shown on northwest corner of site on page 3 of civil plans requires future ADA review by Engineering Department to ensure compliance.
- 6) Any stairways leading to public sidewalk cannot affect the ADA compliance of the public walk. Ensure adequate loading space as well as clearance from hand rails.
- 7) Public Works does not agree with response comment #15. The public sidewalk along W. Sigwalt will need to meet ADA compliance at the intersections. In addition, construction of building will most likely cause the replacement of this sidewalk. It is important to note that any repairs or replacement of ADA ramps will require ADA compliance of sidewalk at the receiving end on the other side of the street.
- 8) An adequate earth retention systems appears to be needed in order to install detention storm trap "within inches" of Village R.O.W. in order to protect existing utility along Chestnut St.

C. file

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AUG 30 2017

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DEVELOPMENT DEPARTMENT

**PLAN COMMISSION PC #17-008**  
**Sigwalt Apartments**  
**45 S. Chestnut Avenue**  
**Preliminary Plat of Subdivision, Pre & Final PUD, Rezone**  
**Round 2**

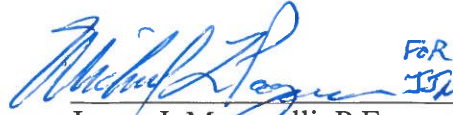
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27. The responses made by the petitioner to comments #11-16, 18-21 & 25 are acceptable.
28. The response made by the petitioner to comment #17 is noted. The Staging Plan Narrative is appreciated. A plan showing any lane closures, striping modifications, flagger locations, detour signage, etc. is required.
29. The response made by the petitioner to comment #22 is not acceptable. Although the site generated traffic has included the additional intersections requested, the values shown on Figure 6 do not sum correctly through the intersection of Sigwalt and Highland for the site generated traffic.
30. The response made by the petitioner to comment #23 is not acceptable. The rate of occupancy of the stalls provided needs to be verified through property management. Additionally, the rate for the solitary Arlington Heights site provided is 1.40, which suggests that rates in this town may be higher.
31. The response made by the petitioner to comment #24 is not acceptable. The access to several of the stalls requires backing out the entire distance that the driver utilizes to pull into the stall. There is not enough room to back out of the stall in a conventional manner, and the two stalls perpendicular to the one location of tandem parking pulls so far forward that the tandem driver wouldn't be able to open the their door.
32. The response made by the petitioner to comment #26 is not acceptable. In conjunction with the statements made above, it is suggested that provisional contingencies be made for parking shortages, based upon demand in Arlington Heights.

**Final Plat of Resubdivision:**

33. Modify the Final Plat of Resubdivision using the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512. Add the utility signature blocks.
34. The bold outline of the subdivision should include the portions to be dedicated, as these are within the current property ownership. The dedications should be delineated by hatching. Show the area of each dedicated space.
35. The two easement shown for public utilities shall be eliminated. The proposed utilities in those areas are private service lines.

36. Construction of the StormTrap facility may require an easement from the adjacent property due to its proximity to the north lot line. It is suggested that a permanent maintenance easement be considered.

 FOR ISM 8-30-17  
James J. Massarelli, P.E. Date  
Director of Engineering

Attachments:

Final Plat of Subdivision Checklist (3 pages)  
Contacts for Plat Signatures (1 page)  
Sample Utility Signature Blocks (1 page)

Needed:

Cost estimates

**Final Plat of Subdivision Checklist**  
**Municipal Code Section 29-209(a – t)**

- ☐ a. The date of preparation of the final plat and by whom prepared.
- ☐ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ☐ c. All permanent survey monuments, markers and bench marks.
- ☐ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ☐ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ☐ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ☐ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ☐ h. All easements for rights of way established for public use and utilities.
- ☐ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ☐ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ☐ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ☐ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ☐ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ☐ n. A deed of dedication in the form set forth in Section 29-217(a):  
The Final plat shall contain a deed of dedication substantially as follows:

"We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon



these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20\_\_\_\_ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

STATE OF ILLINOIS )  
COUNTY OF COOK ) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this \_\_\_\_ day of 20 \_\_\_\_.

\_\_\_\_\_  
Notary Public"

- ☐ o. A blank certificate of approval in the form set forth in Section 29-217(b).  
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held \_\_\_\_\_

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Secretary

APPROVED by the Village Board of Trustees at a meeting held \_\_\_\_\_

\_\_\_\_\_  
President

\_\_\_\_\_  
Village Clerk

APPROVED by the Village Collector  
\_\_\_\_\_

APPROVED by the Director of Engineering  
\_\_\_\_\_ "

- ☐ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

\_\_\_\_\_  
(SURVEYOR'S SEAL) Signature  
Illinois Land Surveyor  
No. \_\_\_\_\_ "

- ☐ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.
- ☐ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.
- ☐ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.
- ☐ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.
- ☐ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at [www.vah.com](http://www.vah.com) .

## **Contacts for Plat Signatures**

Mr. Frank Gautier  
**Comcast Cable**  
688 Industrial Drive  
Elmhurst, IL 60125

630/600-6348  
[frank\\_gautier@comcast.com](mailto:frank_gautier@comcast.com)

Alternate: Martha Gieras 630/600-6352  
[Martha\\_gieras@comcast.net](mailto:Martha_gieras@comcast.net)

Ms. Mark Cozzi  
**ComEd**  
Three Lincoln Center – 4<sup>th</sup> Floor  
Oakbrook Terrace, IL 60181

630/576-6530  
[Mark.Cozzi@ComEd.com](mailto:Mark.Cozzi@ComEd.com)

Ms. Kim Augustine  
**NICOR Gas**  
300 W. Terra Cotta Avenue  
Crystal Lake, IL 60014

630/338-2976  
[kaugust@aglresources.com](mailto:kaugust@aglresources.com)

Ms. Sue E. Manshum  
ROW Engineer  
**Ameritech**  
2004 Miner, 1<sup>st</sup> Floor  
Des Plaines, IL 60016

847/759-5603  
[sm9231@att.com](mailto:sm9231@att.com)

Mr. Greg Argetsinger  
VPGM of Illinois  
**WOW Internet Cable**  
1674 Frontenac Road  
Naperville, IL 60563-1757

630/536-3121  
Tom Gebens  
630/536-3153  
Brian Herd  
630/669-5227

Mr. Jonathan Karabowicz  
**IDOT Permits**  
201 W. Center Court  
Schaumburg, IL 60196

847/705-4149

Mr. Michael Sterr, P.E.  
Permit Office  
**Cook County Highway Department**  
69 West Washington Street  
23<sup>rd</sup> Floor, Suite 2354  
Chicago, IL 60602

312/603-1670

## Sample Signature Blocks

COMMONWEALTH EDISON COMPANY  
EASEMENT APPROVED AND ACCEPTED

BY: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

TITLE: \_\_\_\_\_

AMERITECH/SBC  
EASEMENT APPROVED AND ACCEPTED

BY: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

TITLE: \_\_\_\_\_

NICOR GAS  
EASEMENT APPROVED AND ACCEPTED

BY: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

TITLE: \_\_\_\_\_

COMCAST CABLE  
EASEMENT APPROVED AND ACCEPTED

BY: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

TITLE: \_\_\_\_\_

WIDE OPEN WEST, LLC  
EASEMENT APPROVED AND ACCEPTED

BY: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

TITLE: \_\_\_\_\_

# Arlington Heights Fire Department Plan Review Sheet



**From:** Aleckson, Mark

**Sent:** Wednesday, August 23, 2017 4:18 PM

**To:** Hubbard, Sam <shubbard@vah.com>; Lyons, Bernard <blyons@vah.com>

**Cc:** Lay, Donald <dlay@vah.com>

**Subject:** RE: Utility Burial - Block 425 Site (Sigwalt/Campbell/Highland)

Hello Sam,

The Chief officers meet and they would like the developer to either bury or move any wires to the south side of Sigwalt street.

- Anytime there are power lines the safety, speed, and effectiveness of the ladder truck are compromised. Under a high stress situation during a fire or rescue, we need to maximize safety and effectiveness.
- The ladder needs to be a least 10 feet away from any power lines to avoid any arcing that can occur even without contacting the lines.
- Not only can a fire or rescue situation be a stressful environment to work it can be dark and smoky making it difficult see the wires.
- Power lines also limit our ability to swing the ladder around to lower the entire basket to the ground to get a victim out who cannot climb down the ladder. This method is faster than having a capable victims climb down.
- The power line represented by the blue line takes away tactically desirable option of operating from the corner of the building. This allows the ladder to reach two sides. The corner is also the safest spot in the event of a collapse.
- All three power lines will greatly affect a ladder truck to reach any victims.

Thanks,  
Mark

# ARLINGTON HEIGHTS POLICE DEPARTMENT

## Community Services Bureau

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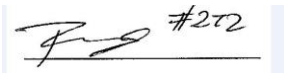
### DEPARTMENT PLAN REVIEW SUMMARY

**Sigwalt Apartments**  
**45 S. Chestnut Ave.**

#### Round 2 Review Comments

**08/28/2017**

1. **Character of use:**  
Nothing Further.
2. **Are lighting requirements adequate?**  
Nothing Further.
3. **Present traffic problems?**  
There are no traffic problems at this location.
4. **Traffic accidents at particular location?**  
This is not a problem area in relation to traffic accidents.
5. **Traffic problems that may be created by the development.**  
Nothing Further.
6. **General comments:**  
Nothing Further.



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Brandi Romag, Crime Prevention Officer  
Community Services Bureau

Plan Review for Accessibility

Address: 45 S. Chestnut Avenue  
Preliminary and PUD for five-story 88 unit rental housing development. Preliminary and Final Plat of Subdivision to consolidate the lots, Rezoning from R-3 to R-7 and multiple variations (density, setbacks, building lot coverage, F.A.R, parking)

P.C. #17-008

Round 2

Submitted to: Sam Hubbard, Planning & Community Development

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



Date: August 22, 2017

Re: Illinois Accessibility Code (IAC):  
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

- 
1. Petitioner's response to "number 4 Health Services Department, dated July 24, 2017," stating: "at least 20% of the mailboxes will comply with the applicable sections of the Illinois Accessibility Code," does not comply with IAC Section 400.350(a) which states: "all common use and public use spaces... shall be accessible utilizing subsections of Section 400.310 as required to ensure accessibility." The mailboxes are in a common use area requiring 100% of the mailboxes to be accessible per the applicable requirements of IAC Section 400.310 and 400.Illustration B., Figures 5 and 6.
  2. Petitioner shall supply a list of the 20% adaptable/accessible dwelling units required by IAC Section 400.350(d).
  3. For the adaptable/accessible units an accessible route per IAC Section 400.310(a) shall be provided into and within all private patios, terraces, balconies..." per IAC Section 400.350(e)(3).

RECEIVED

AUG 23 2017

PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT

# Planning & Community Development Dept. Review

August 29, 2017



## REVIEW ROUND 2

Project: Southern 1/3 of Block 425 – CA Ventures  
Sigwalt Apartments

Case Number: PC 17-008

### **General:**

37. Comments #7, #8, 10-#12, #15-#17, #20, #22-#24, #26-28, #31-#33, and #36 have been addressed.
38. The response to comment #9 has been noted and staff is reviewing the Preliminary Plat of Subdivision. As you know, the Final Plat of Subdivision must be submitted, including all signatures, by Sept. 20. In the event that this deadline cannot be met, it is suggested that the next submittal include both the revised Preliminary Plat of Subdivision, as well as a draft of the Final Plat of Subdivision. This way, we can at least move forward with Preliminary Plat of Subdivision approval on Sept. 27<sup>th</sup>. Final Plat of Subdivision can be approved at a future date shortly after the mylar is signed and submitted to the Village. Please note that Final Plat of Subdivision does **not** require public notice to neighbors or signage posted on the site.
39. The response to comment #13 is noted. The Variation list has been revised to show the required Variations that have been identified:
- a. Chapter 28, Section 5.1-7.3, Minimum Area for Zoning District, to allow the R-7 District to be approx. .91 acres where code requires a minimum of 2 acres for the R-7 District.
  - b. Chapter 28, Section 5.1-7.4, Minimum Lot Size, to allow a 39,587 sq. ft. lot where code requires a minimum of 67,800 sq. ft. in lot size.
  - c. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (east side) of approx. 11' where code requires a 48' setback.
  - d. Chapter 28, Section 5.1-7.6, Required Front Yard, to allow a front yard setback (west side) of approx. 16.8' where code requires a 48' setback.
  - e. Chapter 28, Section 5.1-7.6, Required Side Yard, to allow a side yard setback of 5' where code requires a 34' setback.
  - f. Chapter 28, Section 5.1-7.6, Required Exterior Side Yard, to allow a exterior side yard setback of 18.3' where code requires a 20' setback.
  - g. Chapter 28, Section 5.1-7.7, Maximum Building Lot Coverage, to allow 71.3% building lot coverage where code allows a maximum 45% building lot coverage.
  - h. A variation to the maximum allowable building height to increase the maximum allowable building height from 60' to 62.5'.
  - i. Chapter 28, Section 5.1-7.13, Maximum Floor Area Ratio, to allow 252% FAR where code limits maximum FAR to 200%.
  - j. Chapter 28, Section 11.7(a), Loading Requirements, to waive the requirement for one off-street loading space.
  - k. Chapter 28, Section 6.6-5.1, Permitted Obstructions, to allow certain balcony's to project 5.3' into the required front, exterior side, and side yards.
  - l. 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.
  - m. Chapter 28, Section 11.4-4, to allow 110 parking spaces (1.25 per unit) where code requires 132 parking spaces (1.5 per unit).

40. The response to comment #14 is noted. Will the outdoor patio be closed for use after a certain time in the evening, or after a certain date for the winter?

**Site Plan:**

41. The responses to comment #18 and #19 are noted. Staff has recommended that all utility lines along Sigwalt Street be buried for aesthetic and fire safety purposes. Staff notes the developer's response that burial is not "feasible"; please provide details as to why it is believed that burial of the overhead utilities as requested is not feasible. Developer is requested to work with the Village to explore this further.
42. The response to comment #21 is noted. Please confirm that all retaining walls will not exceed 3.5' in height.

**Building:**

43. The response to comment #25 is acceptable. An additional variation for the building height has been added to the list of required variations (comment #39h).
44. The responses to comment #29 and #30 are noted. Additional variations for drive aisle width and parking space depth have been added to the list of required variations (comment #39n and #39o). The Planning Dept. does not have any objection to the 8.5' wide stalls.

### **Parking and Traffic:**

45. The response to comment #34 noted. Staff acknowledges that the petitioner does not desire to lease spaces within the Vail Avenue garage.
46. The response to comment #35 is noted and staff appreciates the data of comparable developments outside of the downtown Arlington Heights area. According to staff's research, data on similar residential developments within Downtown Arlington Heights show that demand for parking spaces is somewhere between 1.4 and 1.5 spaces per unit. Therefore, some parking within the Vail Avenue garage will likely be required. Staff is still evaluating the appropriate amount for the required parking within the Vail Avenue garage and will communicate this recommended amount and cost to you shortly.

Prepared by:



45 S. Chestnut Avenue  
PC 17-008  
August 18, 2017

No Comments

RECEIVED  
AUG 18 2017  
PLANNING & COMMUNITY  
DEVELOPMENT DEPARTMENT

September 13, 2017

Mr. Sam Hubbard  
Department of Planning and Community Development  
Village of Arlington Heights  
33 S. Arlington Heights Road  
Arlington Heights, IL 60005

Re: Sigwalt Apartments – 45 S. Chestnut Ave.  
Village PC#: 17-008  
HKM Project No. 16031

Dear Mr. Hubbard,

Please accept the following responses to the Plan Commission Department Review Comments – Round 2, dated as indicated below.

Fire Safety Division, dated August 21, 2017

1. The developer and the Village staff will work together to determine the construction and financial feasibility of relocating the existing overhead utility lines along Sigwalt in the Village Right-Of-Row. There are 2 options that need to be obtained in order to make a final determination.
  - Option 1 – The existing AT&T and WOW overhead lines that run along Sigwalt would be relocated to an overhead line that runs south across Sigwalt to a new pole placed on the south side of Sigwalt. The existing pole on the north side of Sigwalt would remain. In addition, the ComEd overhead lines that run diagonally along Sigwalt would be relocated to run overhead, south across Sigwalt, similar to the AT&T and WOW lines.
  - Option 2 – The existing AT&T and WOW overhead lines that run along Sigwalt would be buried. In addition those lines, the existing ComEd, Comcast and AT&T lines that connect to the existing pole on the north side of Sigwalt would be buried.
2. Regarding the two barbeque grills on the 2<sup>nd</sup> floor amenity roof deck with dry-pipe sprinkler heads above, the following will be adhered to:
  - 1) The dry pipe fire suppression system will be connected to the fire alarm system, will be included in the submitted sprinkler shop drawings for approval prior to installation, and will be part of the final acceptance test.

- 2) No charcoal or solid fuel will be allowed for grill cooking.
- 3) Portable fire extinguishers appropriate for this type of use will be provided within immediate reach at each grill location.
- 4) The grill will be stationary without the ability to be moved or relocated from the final approved position.

Fire Department, dated August 28, 2017 and email of August 23, 2017

1. Please see response to Fire Safety Division comment #1.

Public Works Department, dated August 28, 2017

Please see response letter from RWG.

Engineering Department, dated August 30, 2017

Please see response letter from RWG, and the following items:

28. A plan from the contractor showing traffic control is attached.
29. The traffic study has been updated to reflect the discrepancy.
30. The Petitioner believes that the provided parking ratio of 1.25 spaces per unit (increased from 1.1 spaces per unit) on site is sufficient based on the third party market and traffic studies provided by Appraisal Research Counselors and KLOA. Both professional studies suggested 1.25:1 will be ample parking for this size building in this downtown suburban location. The Petitioner does not believe additional spaces are needed in the garage but would be willing to work with the Village and staff if that is their recommendation
31. Column locations have been adjusted to allow for better driver access to the tandem stalls with adjacent perpendicular stalls. In addition, the drive aisles to the stalls in the southern area of the parking garage have been shifted to provide for better access and a more conventional manner of backing out of the stalls in that area. We believe the layout is acceptable for a non-public parking garage with assigned parking.
32. Please see response to Engineering Department comment #30.

Health Services Department – Plan Review for Accessibility, dated August 22, 2017

1. The common use and public use spaces, and associated elements, will comply with the applicable sections of the Illinois Accessibility Code.
2. The 20% adaptable/accessible units will be Units 1BR-05, 2BR-03, 2BR-08, and 2BR-09, which results in (8) 1-bedrooms (of 38 total) and (10) 2-bedrooms (of 50

total). 18 adaptable units / 88 total units = 20.5%. In addition, 100% of the units will comply with the Fair Housing Act.

3. For the adaptable/accessible units, an accessible route will be provided into and within the private patios, terraces, and balconies to comply with the applicable sections of the Illinois Accessibility Code.

Planning & Community Development Department, dated August 29, 2017

38. The Plat has been revised and reviewed by the Engineering Department and is believed to be complete. Signatures are being obtained on the mylar and it should be submitted by Sept. 20.
39. Due to some small adjustments to the building perimeter based on the staff Design review meeting; some of the required Variations that are needed have different values than those indicated in the review comments. Please see adjusted Provided values in the Project Data list on the submitted Site Plan.
40. A third party management company will be the operator of the property. It is expected that the outdoor patio will have limited access at night and in the winter, but the specifics of the restrictions will be determined by the management company at a later date.
41. Please see response to Fire Safety Division comment #1.
42. Retaining walls (not including the "Planter" walls that form the "Project Sign") will not exceed 3.5' in height. A note has been added to the cross section on sheet 5 of the Engineering Plans.
43. The additional variation for building height is acknowledged, no additional response needed.
44. The additional variations for drive aisles and parking spaces are acknowledged, no additional response needed.
45. Please see response to Engineering Department comment #30.
46. Please see response to Engineering Department comment #30.

September 7, 2017

Mr. Sam Hubbard  
Department of Planning and Community Development  
Village of Arlington Heights  
33 S Arlington Heights Road  
Arlington Heights, IL 60005

Re: Sigwalt Apartments – 45 S. Chestnut Ave.  
Village PC#: 17-008  
RWG Project #291-127-16

Dear Mr. Hubbard,

Please accept the following responses to the Plan Commission Department Review Comments – Round 2, dated as indicated below.

Public Works Department, dated August 28, 2017

1. The proposed watermain will now be split inside the building.
2. A note about the watermain being zinc coated DIP and being wrapped in V-Bio poly ethylene was added to the plans on page 6.
3. The backflow devices will be added to the architectural plans.
4. A comprehensive Maintenance Plan is included. It is also the same maintenance plan required by MWRD and is their “Exhibit R”. This plan, along with their Schedule R, gets recorded before construction starts.
5. The cross walk shown on the northeast corner of the site was eliminated. It was determined that the location on the receiving walk was not ideal, and therefore eliminated.
6. A note about the stairways leading to public walks and maintaining ADA compliance was added to the plans on page 3.
7. A note was revised on page 3 to add that it is a possibility for the entire sidewalk to be replaced. Please note that all 4 ADA crosswalks on each corner on Highland and Chestnut, have been recently replaced. They are in very good condition. We do not anticipate needing to replace them, unless damaged during construction. Parts of the sidewalk along Sigwalt have also been replaced recently. But if damaged during construction, they will be replaced.
8. The detention stormtrap will be installed close to the village ROW, however, it is the “new” village ROW. This now gives 8’ of separation between the old ROW line and the stormtrap. There are no existing utilities located within this 8’. Having 8’ of room to constructed the stormtrap will be efficient. It will not damage or come close to existing utilities.



Final Plat of Resubdivision

- 33. The Plat was revised.
- 34. The Plat was revised.
- 35. The plat was revised.
- 36. A permanent easement on the adjacent property to the north is not achievable. However, a 10.0' temporary construction easement can be achieved with the property owner to the north. This will allow for the installation of the storm trap during construction and then expire when construction is complete.

Sincerely,

Maureen Mulligan, P.E.

# PLAN COMMISSION PROJECT TIMELINE

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Project Name: Sigwalt Apartments/CA Ventures

PC Number: 17-008

Location: 45 S. Chestnut Avenue

Requested Action:

1. A rezoning from R-3, One-Family Dwelling District into the R-7, Multiple-Family Dwelling District
2. A Planned Unit Development (PUD) to allow the construction of a five story, 88 unit residential development.
3. Preliminary and Final Plat of Resubdivision to consolidate six lots into one lot.
4. Multiple Variations

|                                               | Date     | # of Business Days            |
|-----------------------------------------------|----------|-------------------------------|
|                                               |          |                               |
| Plat and Sub Committee Meeting                | 04/26/17 | -                             |
| Awaiting Petitioner PC Application            | 07/10/17 | 51                            |
| PC Application Submittal Date                 | 07/10/17 | -                             |
| 1 <sup>st</sup> Round Department Comments     | 07/26/17 | 12                            |
| Petitioner's Response – 1 <sup>st</sup> Round | 08/16/17 | 15                            |
| 2 <sup>nd</sup> Round Department Comments     | 08/31/17 | 11                            |
| Petitioner's Response – 2 <sup>nd</sup> Round | 09/14/17 | 9                             |
| PC Hearing                                    | 09/27/17 | 56 days from application date |
| Village Board                                 | 10/16/17 | 13                            |
| Anticipated Village Board Ord. Adoption       | 11/06/17 | 15                            |