Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
October 11, 2023
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

A. Arlington Downs Plat Amendment - 3400 W. Stonegate Blvd. - 9/27/23

IV. PUBLIC HEARINGS

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

V. OTHER BUSINESS

A. Public Comment

VI. PUBLIC COMMENTS

VII. ADJOURNMENT

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

Plan Commission
10/11/2023

Item: Arlington Downs Plat Amendment - 3400 W. Stonegate Blvd. - 9/27/23

Department: Planning & Community Development Department

ATTACHMENTS:

Description	Type
Arlington Downs Plat Amendment - 9/27/23	Minutes

PLAN
COMMISSION

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

RE: ARLINGTON DOWNS PLAT AMENDMENT
3400 WEST STONEGATE BOULEVARD - PC #23-009
PLAT OF RESUBDIVISION, 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, 2023 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

DRAFT

CHAIRPERSON DAWSON: Let's start with the Pledge of Allegiance, please.

(Pledge of Allegiance recited.)

CHAIRPERSON DAWSON: Okay, roll call.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Here.

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: Chair Dawson.

CHAIRPERSON DAWSON: Here.

Okay, the next item on the agenda is approval of minutes.

COMMISSIONER GREEN: I make a motion to approve the minutes from the Patton School Gym Addition.

CHAIRPERSON DAWSON: Is there a second?

COMMISSIONER ENNES: I'll second.

CHAIRPERSON DAWSON: Great. All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposed?

COMMISSIONER CHERWIN: No, but I'll abstain. I was not here.

CHAIRPERSON DAWSON: Any other abstentions?

COMMISSIONER ENNES: Same here.

COMMISSIONER DROST: Same for Commissioner Drost.

CHAIRPERSON DAWSON: Okay, and let the record reflect Commissioner Warskow is here.

All right, so we have our first petition on the agenda which is the public hearing for the Arlington Downs Plat Amendment.

Is the Petitioner here?

MR. FIRSEL: Yes, Petitioner is present.

CHAIRPERSON DAWSON: Great.

Have all public notices been given?

MR. HUBBARD: They have, yes.

CHAIRPERSON DAWSON: Terrific. You're the only one speaking this evening?

MR. FIRSEL: Mr. Cavenaugh, I'm sure will be speaking as well.

DRAFT

CHAIRPERSON DAWSON: Okay, great. If you could stand up; I'll swear you both in at the same time. Raise your hand.

(Witnesses sworn.)

CHAIRPERSON DAWSON: Terrific, thank you. Then just state your name and spell your last name for the record. Thank you.

MR. FIRSEL: Sure. My name is Michael Firsel, F-i-r-s-e-l. I'm counsel for Arlington Downs. Good to see you all.

This is kind of an anniversary on this issue. Ten years ago, the original declaration was recorded. Since that time, a tremendous number of changes have taken place within Arlington Downs. The simple matter before you is the separation of the internal road from what we call Lot, formerly Lot 1 which is the residential tower which was the former hotel and water park. The current apartment building has 214 units and is doing very well.

When we came in 10 years ago, there was no other development going on and there was a concern about who was going to maintain and take care of the roadway. So, at that time, we agreed that the owner of the only parcel under development, which was the apartment tower, would be responsible and include the roadway in its property lines, and we did not create a separate lot for the roadways.

Fast forward several years and many iterations, many parking studies, many users later, development is truly happening at Arlington Downs albeit a long time coming. As you all know, Payton Place Apartments has been constructed and is operating. The First Ascent climbing facility occupies the space of the former Coconut Key, whatever it was, water park. In addition to that, an apartment project is in planning right now for the northwesternmost portion along Rohlwing Road, and that will be before you hopefully in not too long of a period of time, and the retail portion which has been divided into a hotel parcel and a retail parcel. The retail parcel which is most of the retail area, they have also been before you, they now own their own property and will be presenting a development plan. I know nothing about the plan, can't comment good or bad.

But our singular purpose of presenting our petition was to allow the Lot 1-A owner to convey the roadway to a Master Association which will operate the roadway, and all the different lot owners within Arlington Downs will pay their pro rata share of the cost of maintaining the upkeep in the road as opposed to reimbursing the Lot 1 owner who has been taking care of it for the last 10 years. When we came to the Village with our petition, it was coupled with an amended declaration of covenants, easements and restrictions for this property. Now, when Arlington Downs II came in which separated, which redid Lots 1, 2 and 4 into Lots 1-A, 2-A and 4-A, a condition was that the declaration would be amended, and that never happened. When Lots 4-B and C were created out of Lot 4, and former Lots 5 and 3 were reconfigured to be Lot 3-A and 5-A, that ordinance also required an amendment to the declaration which was never done.

So, we now come in and all of a sudden it's imperative that the declaration be amended. We have worked very, very hard with the tremendous cooperation of Staff, as always, to amend the declaration to the satisfaction of the Village Staff. I do not believe there are any issues whatsoever with regard to the re-plat of the roadway as a separate parcel and conveyance of that roadway to the association. We would have conveyed the roadway to the association long ago, but it would have violated what is known as the Illinois Plat Act, and Commissioner Drost can explain that if necessary, but we just couldn't do it without creating separate lots, and that is the purpose of this petition.

So, we received many comments from the Staff, and the plat itself was approved or recommended approval in short order. Over the past several weeks, we have been negotiating the contents of the amended declaration. Just for your information, the original declaration mentions Lots 1, 2, 3, 4 and 5; none of them exist as of today and they haven't existed for about seven or eight years. So, the declaration as recorded today does not properly reflect the ownership or configuration of the property, and so we're just trying to record an amended declaration.

You saw before you several comments from Staff, or not comments, conditions of approval, and we have worked tirelessly with Staff. I would say tirelessly, I don't know how Sam feels, but we certainly feel it. With one I would say not too major exception which we would like to put some words on the record to cover, we are in agreement with Staff's comments. We'll amend the declaration prior to presenting it to the Village Board with the recommended modifications that Staff has suggested.

However, I would like to take maybe five minutes or so, since Rick Cavenaugh who is the President of Stoneleigh Companies who has been operating this property for the last 10 years, has never gone anywhere, has never shied away from dealing with issues related to this property, he's prepared a short PowerPoint. It's only a few slides to take you through exactly what I've just spoken about.

So, Rick, if you don't mind?

CHAIRPERSON DAWSON: Again, just state your name and spell your last name for us.

MR. CAVENAUGH: Sure. Rick Cavenaugh, C-a-v-e-n-a-u-g-h, President of Stoneleigh Companies. We're the owner of the One Arlington apartment building, Arlington Downs Residential which I think is the Petitioner of the plat of subdivision.

So, what I thought I'd do today, and Mike eloquently covered most of the issues, so I'll breeze through these and we'll add Sam's comments and we can answer any questions here. But this is what the original plat in 2013 looked like. Those were the five lots all owned by one owner. They came in originally for the plan and the master site plan which has evolved over time.

As you can see, the green lot in the middle is Lot 1 which was us. When we came in and proposed the redevelopment of the Sheraton Tower or whatever the hotel was at the tail end, you know, we controlled that so that we could build the roads, build the garage, build the, you know, renovate tower, and kind of sit in the middle so we could get done what we needed to do to operate the building while the rest of the lots figured out what they wanted to do. We also did at one time own Lot 3 and Lot 5 along with the minority partner which was soon subdivided, but we sold them that land and they ended up building Payton Place.

So, the next slide that you see here kind of shows you where the current ownership is between the different parcels. The tower we show as Lot 1-A, you can see is still in the middle, still has the roads, the road that goes from Rohlwing down to Euclid and also the offshoot lane which I think is called Payton Place goes over to Salt Creek Lane. ADR II on here is Payton Place, that was the building that was built for the 263-unit apartments. ADR III is the remaining 180 units that were left from the original zoning that was kind of in the density plan.

Originally, Lot 4-C and 4-B were all called Zone D or Lot 4 or 4-A. When the hotel was moving around the different parts over the years, it ended up in Lot 4-B, and a group bought that land to eventually develop the hotel. They're still around but they're not ready to build the hotel yet. Lot 4-C was owned by the same people who owned Lot 3-A and Lot 16 and

2-A, but they sold it in March of this year to CIMA Developers which I believe is going to be coming back in front, I think they've been in front of the CPRC and they'll be coming back with a plan sometime in the near future for the development of their seven acres.

Lot 2-A1 is First Ascent that took over the old water park which was then going to be a water park and a Funtopia, and then it turned into the climbing wall facility which I think is a really great addition to the Village. It's, you know, it's there today, it's busy, there's people there during the day. It's been a great project and they have been good to work with over the time.

The way that, Lot 16 out to the northwest and Lot 2-A are owned by what's called SB ADR IV, and that's related to, CA Residential owns the land. They're under contract to sell that to a company which has also been in front of Staff with a potential plan for 360-plus apartments on that parcel. They have to re-plat their parcel at some point because Lot 16, while being part of the PUD, is not really, that plat hasn't been platted. So, eventually, the purple and the south half of the green is currently known as Lot 2-A; that will have to be subdivided into probably 2-B and 2-C, that is probably the naming given the historical convention here. But we're showing it as Lot 16 and Lot 2-A which is what exists today in our declaration and the way we've dealt with this.

So, you can see that things have gotten a little more complicated. We've got a few more parties to deal with. The original concept for the overall plan is consistent while having evolved over time, over 10 years to become what it is. We've been the gang in the middle the whole time because we're the first movers and we've been there and we've been operating the tower. Now, One Arlington is doing very well and has, you know, proven to be a great building, we did it right, and seven years after or eight years after building it, it still operates and is functioning and has really caused no issues safety-wise, waterproofing, traffic-wise or anything. I think it's been a great addition to the Village. Next slide.

So, before we go off that one, Sam, so currently there are seven owners. Once we deed out the roadways to the association, there will be eight owners because Arlington Downs Residential which is us which owns the tower will then cede over to Arlington Downs Master Association. That association is, the director is myself and one of our other employees and currently the owner of the Lot 4-B hotel, but that's probably going to change to be the owner of Lot 4-C, CIMA Developers, over time.

So, here, this kind of gives you an idea real quickly of what we're looking for, what is left after this re-plat. The green is the tower and our parking lot back off the side there. It includes the access road that goes behind First Ascent and also includes the garage underneath what is the roadway. When we built the building originally, if anyone remembers, there was a big banquet facility underground, we tore that out, we decided to build the garage there since the hole was already dug instead of building an above-grade parking garage. So, it's got 312 cars underground. So, what we did is we basically took the roadway, the top six inches, and gave it to the association as our intent, and below that is the garage which will be owned by the apartment tower.

The apartment tower, we refinanced the building in June with Freddie Mac, and one of the pre-approvals we got was to do this declaration and re-plat. That expires in the near future, so I have to get this done or else I have to go back to square one with Freddie Mac. They only have 90-day windows that they deal in which is an odd thing but it is what it is.

So, when we talk about what's going to be left, Lot 1-B is the building and the garage area that you can see in the crosshatched area on there, that will remain part of

the tower. I think in the Staff report it said that that was going to be subdivided; it's not, it's actually, if you think about it, you've got the tower and they have the garage underneath, and then the road goes over the top.

So, that's kind of the evolution of where we are. The importance of the declaration on which we worked hard with Sam and Mike over the last two months to get correct is to make sure that all the obligations and the responsibilities that the Village wants to see for the execution of the PUD line up with what we have as a control feature for the site. The original declaration with those five lots has no continuity with the current owners, the current lots or anything. So, we need to restate that, and I think it's, you know, we should have done it three or four years ago. There were some issues that in working through when they came in for their adjustments to their plats, that didn't happen. This has been on our, Mike's and my table for five years and we're in version 29 of this document so I'm kind of tired of it. At the end of the day, I think with Sam's and the Staff's comments, it's been helpful to get it narrowed down.

I think there's only one issue tonight in Sam's report on the recommendations that I guess I wanted to clarify it in the public record so that we were, at least we were clear on what our intent is. I think we've kind of reached an agreement on how it will work but not knowing what's going to be in the future, and that deals with the right-hand turn lane that was there originally when this was a much denser development. Steve Corcoran is here from EEA and he can talk to traffic if we need him to do that. But the density of the original development with the theater and the water park and the hotel and the other retail uses being twice as dense as they are now created more traffic and pushed the traffic to a level that might have changed the level of service on Rohlwing Road going into Euclid Avenue.

So, when they rebuilt Rohlwing about four or five years ago, when Rolling Meadows came in and redid that, we offered to pay for that right-hand turn lane and incorporate it. They said no, we don't want to do that, we'll do that in the future. So, at the time, they removed all the utilities and the bikeway and all the other things and it kind of made it a little more difficult practically speaking as the developer's standpoint to go and add that right turn lane. But at some point, it's probably going to need it, not because of the traffic on our site; I think the traffic on our site from Steve's latest report is that our traffic is about half of what it was proposed in 2012.

So, the density and the level of service changes that would happen when ADR IV happens, when the retail happens, when the hotel happens, is that with the traffic movements that are there, that we might warrant a right-hand turn lane. My only point is, at least in the wording we have today, is I just want to make sure we get on the record that if something else happens around us, you know, something to the north of us and to the east of us, if the Arlington Park property ever gets redeveloped and creates major traffic changes to the area, on Euclid or Rohlwing or Northwest Highway or whatever, I don't think that it's right that Arlington Downs with its imposed traffic from the full development would necessarily pay for the improvements at Rohlwing and Euclid. If there is a different traffic demand that comes because of the stadium to the north of us and things have to be improved with I-53 and everything else, right now at least I want to be cautious that we're not committing to improve the intersection when we're not the ones causing the traffic to do that. If they come in with a petition, that they be dealt with and say if you have traffic improvements that affect the area, a much larger impact on the area, that we be treated fairly and that we will pay our proportionate share as it happens for the association for all the properties.

But I don't think we should be paying a 100 percent of the share of

the cost to Rohlwing Road improvements because we don't cause that intersection to even begin to change the level of service or the traffic flow that's on there today. I think, Sam and I have communicated today, and I think we've reached a kind of consensus on that, how we get that worded up in the declaration. Then final approvals is, I think we can work that out, but I just wanted to make sure that we were on the record saying that that is something that I think, if someone else comes in and adds 20,000-30,000 cars to that intersection, that it shouldn't be solely Arlington Downs that has the responsibility for that.

So, we're happy to answer any further questions. I had a couple of other slides but it kind of regurgitates what Mike said, so we're happy to answer after Sam's presentation if there's any questions that come up out of that. Thank you.

CHAIRPERSON DAWSON: Okay, before you sit down, so you've read the presentation, and other than it appears to be Section B of the conditions; do you agree with the conditions?

MR. CAVENAUGH: Yes.

CHAIRPERSON DAWSON: Now, do you have the document that we have that shows proposed changes to B?

MR. HUBBARD: So, yes, the document that you have is a result of discussions with the Petitioner today. I don't know, you have the document that they have. This is the redline changes that we talked about.

MR. CAVENAUGH: Yes.

MR. HUBBARD: I don't know if you still have objections to 1-B or you don't, I guess you're saying you don't like it and you just want your objections on the record, or --

MR. FIRSEL: That is the case. We are in agreement with all of the proposed recommendations. However, if something not contemplated today creates an immense traffic impact, we want to revisit whether or not Arlington Downs would be responsible for paying for that entire right turn lane, but for now, we're accepting the conditions as presented today. So, we have no issues as far as we are concerned.

CHAIRPERSON DAWSON: So, you've seen the language of 1-B that now talks about you having responsibility for your proportionate share?

MR. CAVENAUGH: Yes, but the way that it's worded says that in the future, after the development is fully developed in Arlington Downs, which would suggest that for ADR IV, Lot 4-C, Lot 4-B and Lot 3-A get built, and that traffic which will be assessed every time because all of them have to amend the PUD anyway, so they'll have to come in and clean up the PUD and the Village will have another chance to work through that. But, so I guess my only issue is it may take two years, it may take seven, may take 10 years to build the other four parcels out, if something else happens in the meantime, my read, my simplistic read as an engineer is that it just says that we're responsible for that right turn lane until we're fully built out.

I just want to be clear that if nothing else happens, we're fine with that if we warrant the right-hand turn lane. But if the stadium comes and that causes traffic impacts, I don't think that that's fair for us if we're not built out yet to then say that we have to come in and fix that right-hand turn lane. I think it goes to a little bit of the Rolling Meadows letter, I think they were pretty clear and pretty fair on their comments, but that's kind of an open area that says, you know, when does that trigger happen. If the trigger happens and a larger development happens, across the street could take Arlington Office Center which is in Rolling Meadows and develop three or four towers over there which would be, I don't know if there's a share agreement between the city and the Village to do that, but if he re-densified his site, he could add traffic to that

intersection that would be way beyond what we see today and what we're agreeing to.

So, I agree given the clarifications that we're okay with that, but I want to make sure on the record that we're saying that it's not just a blanket we'll improve it until whenever all of the four buildings are on if something else comes in and warrants that traffic to change or that intersection to change in the future.

CHAIRPERSON DAWSON: Okay.

MR. FIRSEL: Let me also weigh into that. If something does happen in the interim, we will obviously know about it and we will approach the Staff, and hopefully we will work out the obligations of who's going to pay for what. But as it stands right now, we are willing to accept the condition and we'll put in the declaration what the recommendation is, that until we have completed the development of all the lots in Arlington Downs, that we will improve the right-hand turn lane if the warrants present themselves with enough traffic that the right-hand turn lane is in fact warranted. Also, that right-hand turn lane I don't believe is in Arlington Heights. I think it would be in Rolling Meadows, like we split right down the middle of that street, Sam?

MR. CAVENAUGH: Rolling Meadows owns Rohlwing and the Village has split Euclid. That's how the --

MR. FIRSEL: Right. So, that's even in Rolling Meadows. So, again, we're being made to improve a parcel not even in the Village.

CHAIRPERSON DAWSON: Sure.

MR. FIRSEL: However, we need this declaration amended and recorded. We need the plat, we want the plat recorded, and we are willing to accept the conditions as presented in the report today.

CHAIRPERSON DAWSON: Okay, my guess is that there's going to be a lot more questions about that going on, but let's first move to the Staff report, okay?

MR. FIRSEL: Okay, please. Great, thank you, Madam Chair.

CHAIRPERSON DAWSON: And then we'll be, I'm sure, talking more about everything that you just discussed.

So, Sam?

MR. FIRSEL: Excuse me, one more thing, and I apologize.

CHAIRPERSON DAWSON: Yes, sure, of course.

MR. FIRSEL: If necessary, our traffic consultant, Steve Corcoran, is with us tonight to answer any of the traffic questions as he did prepare a full traffic study, not only with regard to this issue but the parking all together at Arlington Downs.

CHAIRPERSON DAWSON: Terrific.

MR. FIRSEL: Thank you.

CHAIRPERSON DAWSON: I'm sure that someone will be calling him up as we have heard him speak on many other projects, but I'm sure that'll happen, let's get through the Staff report.

MR. FIRSEL: Thank you.

CHAIRPERSON DAWSON: And then you'll have more opportunities, because I'm sure I'm holding people back with questions at the moment.

MR. FIRSEL: Thank you so much.

CHAIRPERSON DAWSON: So, Sam?

MR. HUBBARD: Sure. So, as you've heard, the request this evening is for a subdivision within Arlington Downs PUD. The Petitioner is requesting preliminary and final plat of subdivision to subdivide the property into three lots in order to transfer one of those lots to the

Master Association.

As part of their request, there is one variation required. Two out of the three lots would not have their full frontage abutting a street. The Staff Development Committee is supportive of this variation. The declarations establish perpetual access to the public right-of-way, so we're satisfied that the appropriate mechanisms are in place to guarantee access without having frontage on a public street.

So, the Arlington Downs is somewhat similar to the Plan Commission, that's because it should be. Over the last 11 years, it's been before the Plan Commission eight times for various approvals. You've heard some of the history this evening. Originally, it was approved in 2012. It's important to remember that that was one developer who controlled all of the property at that time. During the original PUD approvals and some of the subsequent amendments, the Village established several infrastructure obligations, some public, some private, that the master developer was responsible to pay for and implement.

As you've heard, the PUD has been amended several times over the years and, in response to various market conditions and different development concepts, the introduction of new ownership groups have occurred within the development. So, it's become a little messy as far as the timing and then with the new owners who is financially responsible for some of these infrastructure obligations. So, back during the latest amendment in 2018, a condition of approval was established to require that the declarations that govern the site be amended to reflect the new lots and the owners and clarify shared maintenance and access and so forth. So, that kind of brings us to where we are today. We're reviewing the subdivision, but not only that, we're also reviewing the proposed amendments to the declarations to ensure that they are compatible with the underlying PUD approvals.

Mike and Rick kind of did a good job of outlining the PUD, but I just kind of want to go through some of the areas real quickly because some of the infrastructure obligations are linked to when development occurs in different areas and parts of the PUD, so it's important to kind of understand what those areas are. The subject property is shaded in red there. The overall PUD is outlined in blue. On the northwest side, there's existing approvals for ADR IV, that's for a future 360 multifamily units. As you heard, we're currently working with the developer that is interested in proposing a development there. They've gone to CPRC and may be submitting an application in the near future for that site.

There's also Lot 4-B that's in Zone D, and that has entitlements for 116-room hotel. Also in Zone D is Lot 4-C that has entitlements for up to 30,000 square-foot of commercial space dispersed amongst three or four buildings. Here now is what's known as ADR II or Payton Place that was approved as part of the 2018 PUD amendment for 236 multifamily units. As part of the 2018 amendment, entitlements were also granted for ADR III just to the east of ADR II that has entitlements for up 180 senior living units. Then there is the First Ascent towards the rear of the development.

There's the proposed subdivided lot, one lot would be 1-B containing the One Arlington Tower, and then the other lot would be at Outlot 1-C. Then there is a small third lot that's part of the subdivision. It's this tiny little corner right up here that would also be created. So, this just kind of shows you a visual of the PUD and what's currently entitled there, and then the different zones. This aerial is current. I believe it reflects the current conditions of the site today, so you can kind of see how the site is currently built out.

So, when we reviewed the amended declarations, we were reviewing them for compliance with the underlying PUD conditions. Generally, they were very compatible

with exception to the three areas in the north, I'm sorry, with exception to six areas, and there were six areas that the Village was asking for modifications to the amended declarations. I'll highlight kind of these six areas real briefly.

The first is relative to a future traffic signal on Euclid. Some of the original traffic volumes for the development indicated that there may be a need for a future traffic signal, and so that's one of the infrastructure obligations. Additionally, there's two areas of land-banked parking. If a parking shortage is observed, then the PUD would have to install land-banked parking areas.

There is a plaza and pavilion area that's kind of in between the One Arlington Tower and Zone D commercial. It's kind of meant to tie in and create kind of a pedestrian connection between those two areas. The pavilion falls on Outlot 1-C which will be part of the Master Association. The remaining areas of the plaza fall in Zone D Lot 4-C.

There is a Village sign that the master developer is required to install as part of this project. It would be at the corner of Euclid and Rohlwing Road. Then there are streetscape improvements required along Rohlwing Road. There's a sidewalk and additional streetscape improvements required on that east side of Rohlwing between Salt Creek to the north and Euclid to the south.

I would mention that this is in the jurisdiction of the City of Rolling Meadows, so the improvements will have to be coordinated with them. They are in the audience this evening. We did run the proposal by them and they did provide some commentary and they are supportive of the, generally I would say they're supportive of the changes recommended by the Village of Arlington Heights. Then the last area is as you've heard, this right turn lane on Rohlwing Road.

So, in order to review the declarations, we kind of referenced back to some of the existing conditions of approval, and there were six different areas we're asking for modifications. One was relative to the Rohlwing Road streetscape improvements. I think the Petitioner has said that they don't take issue with this condition so I'm not going to spend time on this unless the Plan Commission would like to hear more about it.

Additionally, relative to the Rohlwing Road right turn lane, there was also an existing condition of approval as part of the PUD that states the Petitioner shall install a right-hand turn lane from southbound Rohlwing Road to westbound Euclid as part of Phase II which was the development of the hotel and former water park, or Phase III or IV or V whichever preceded, if any of them precede Phase II. Or it also could occur at a later date if agreed to by the City of Rolling Meadows and the Village of Arlington Heights, or not at all if not warranted.

So, the way the recommended condition is currently drafted is that we are asking the declaration to kind of mirror the language in the existing condition to be compliant with the overall PUD. This would require the Master Association to pay for the full cost of the improvement if it's warranted before the PUD is fully built out. So, let's say, I think there's four undeveloped lots in Arlington Downs, if three of those lots don't develop, or I'm sorry, if three of those lots develop but then the fourth one is undeveloped, and let's say Arlington Park is completely redeveloped before that fourth lot is proposed for development. If the redevelopment of Arlington Park creates a significant amount of traffic that triggers the warrants for the right turn lane, and if those warrants were triggered as part of the proposed redevelopment of Arlington Park, then Arlington Park would be on the hook and may be responsible for some of the improvements to this intersection. This is similar to what happened when Arlington Downs originally came forward and showed that their anticipated traffic would perhaps warrant this traffic

signal, or I'm sorry, this right turn lane on Rohlwing. So, in the same way, we would look at the two developments similarly.

The only area where the Arlington Downs development would be responsible, a hundred percent responsible for the installation of this right turn lane would be if they tip the warrants before their PUD is completely redeveloped. So, that could happen before or after Arlington Park is redeveloped, or any other development. If they want to take advantage of existing warrants that don't show that the traffic, or I'm sorry, that the right turn lane is warranted, then they should be under construction now. They can't reserve an existing scenario for development and then redevelop 15 years in the future when traffic is different and then think that they're exempted from that requirement. So, that's the way it's worded and that's the condition that the Village is recommending, and I believe it's supported also by the City of Rolling Meadows.

The remaining conditions I won't get into. There were certain modifications proposed to the conditions as outlined in the green bullet text. I can get into those in detail, but generally it sounds like the Petitioner is in agreement to these, so I won't get into detail other than to say we are recommending approval of the application subject to the three conditions of approval and six sub-points on condition number 1 subject to the revised modifications as shown here.

CHAIRPERSON DAWSON: Oh, I'm so sorry. I do apologize. Thank you.

Do I have a motion to approve?

COMMISSIONER DROST: I'll make that motion to approve.

COMMISSIONER CHERWIN: I'll second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Great, thank you.

Okay, so, any initial questions before we open up for public commentary? I'll start down there, yes.

COMMISSIONER CHERWIN: I'm sorry, I guess, Sam, you lost me a little bit there when you were explaining the warrant issue. Not surprisingly. You said, you know, I think what the Petitioner is saying, and correct me here, is saying, well, if, you know, we've got this time period where we're responsible if the warrants show prior to the closeout of our development that it has to be developed, we're on the hook, but we don't want to be on the hook if we're not solely responsible for driving those warrants to require a right turn, right? If the Bears come in and that's what's driving the warrant, I think the Petitioner is saying, well, we shouldn't be responsible if that's what's triggering it, not us.

MR. HUBBARD: If that's the case, when Arlington Park is proposed for redevelopment and their traffic study shows that they need massive infrastructure improvements including to this intersection, then they would become part of, they would have to contribute to what's required at this intersection.

COMMISSIONER CHERWIN: Yes. So, it would be, you know, so maybe at that point, you're saying the Petitioner isn't off the hook, they just now have a bigger, another party that's going to contribute to that.

MR. HUBBARD: Right, and it could very well be that whatever happens at Arlington Park has to contribute a 100 percent, but we don't know that because we don't know what's being proposed there and how their traffic is going to impact the intersection, but it could be a 100 percent, it could be a proportional share, we don't know.

COMMISSIONER CHERWIN: Yes, because that's going to be driving a lot of changes I would imagine once that gets developed and, you know, part of me would say, well, you know, maybe we need to do more than just the right hand turn at that point if that's getting developed and we wouldn't want our guys to put it in and then have to redo it all if, you know, there's additional infrastructure that has to be put on to that intersection driven by what's going on. So, I just wanted to clarify, I think I understand that, sorry. Thanks.

CHAIRPERSON DAWSON: Great.

Commissioner Sigalos?

COMMISSIONER SIGALOS: I don't have any questions at this point.

CHAIRPERSON DAWSON: Thank you.

Commissioner Ennes?

COMMISSIONER ENNES: Well, I'd like to drill down on that issue, too, because if, I would look at, the way I understand this right turn issue, if there's a need to make improvements there and there is a causality related to development at Arlington Park for the Bears or whatever gets developed, I would suspect that it's because people would be turning there to go through to your property to get to the Bears. But if Arlington Park gets redeveloped and that brings enough business into the area so that you have and the lots -- could you put the lot drawing back up, Sam, please?

So, we have all these other uses in here, and if the development of the Bears Park brings tenants into motel properties, any restaurants that might be built here, and traffic comes in for that or for the water park or any of that, that would be, you know, the responsibility of the tenants there from that use.

So, just because the Arlington Park development, I wouldn't just say that the development of Arlington Park would eliminate responsibility for covering some of the cost for improvements for the right turn sometime in the future even after you've made changes to handle that turn at present. That's just my thinking on that. I don't know if you have a comment on that.

This Outlot 1-C, you have parking underneath that?

MR. CAVENAUGH: Yes. Where the plaza and where the road goes in front of the tower and the sidewalks, there is a 312 parking garage underneath that road.

COMMISSIONER ENNES: Under the road?

MR. CAVENAUGH: Under the road. So, the road, you kind of see that straight line right where it says Outlot 1-C?

COMMISSIONER ENNES: Right.

MR. CAVENAUGH: That's kind of the definition of the parking garage and it goes right up to the face of the tower.

COMMISSIONER ENNES: Okay, and I believe I read something in the notes that you provided that that's going to be broken into a separate lot?

MR. CAVENAUGH: No.

MR. FIRSEL: Let me comment. Let me give you the --

MR. CAVENAUGH: Yes, give the legal description.

MR. FIRSEL: -- or try to give you. The roadway, if you have the surface to the center of the earth, the roadway only is, the deed to the road in that area will only go down to the top of the garage.

COMMISSIONER ENNES: Okay.

MR. FIRSEL: Okay, so it is a vertical --

DRAFT

COMMISSIONER ENNES: So, it's the same lot.

MR. FIRSEL: It's the same lot, but in this area it only goes from the surface down to a specific level of 793.5 feet above that, okay.

COMMISSIONER ENNES: I got you.

MR. FIRSEL: The rest of it, there's nothing underneath. So, it goes all the way, all the way down. So, what we have provided --

COMMISSIONER ENNES: That's the parking lot or, the roadway or the parking lot has --

MR. FIRSEL: Well, the parking garage, okay, remains part of the tower. It's the same lot.

COMMISSIONER ENNES: Okay, so it just injects underneath the roadway, and the roadway goes down, is above and below it.

MR. FIRSEL: That is correct.

COMMISSIONER ENNES: Okay, got you.

COMMISSIONER CHERWIN: Could you just clarify that real quick? The legalese, you're saying the six-inch, for tax parcel purposes, the garage is, it's not the same lot in the sense that the garage goes with the building for tax purposes, and then the six inches and above goes with the outlot.

MR. FIRSEL: That's correct. As a matter of fact, I'm glad you brought up that, Commissioner, five years ago, I did a tax division here. The tax division and the tax parcels today reflect exactly what we're doing here, because I didn't violate the Plat Act to do a tax division. So, I did a tax division, so what you see as Outlot C, okay, is because we're in two separate sections or two PIN numbers, the garage is a separate PIN number, the tower is a separate PIN number. That is already done. The recording of this plat may assign new PIN numbers, but it will not change the real estate tax structure which we modified several years ago.

COMMISSIONER CHERWIN: Got you. Thanks for the clarification.

COMMISSIONER ENNES: Okay, so Outlot 1-C is on this pink, but the pink goes into the tower, goes back into this lot and the roadway heading east. What's the parcel, what's the property that, the expenses to maintain are going to be prorated to all the other lot owners within the blue lines?

MR. FIRSEL: That is correct. Now, the area being conveyed to the association is only what is outlined in white. The rest of the pink is part of the tower. So, I think that if I were to have drawn this map, I would have included the whole tower as part of the red, because it's the tower plus the other area in the red not included in the roadway that is Lot 1-B.

COMMISSIONER ENNES: Okay, and all of these lots are going to share in the expense of maintaining, within the PUD are going to share the expense of maintaining the road?

MR. FIRSEL: They're doing that now. Yes, sir, they're doing that now, but --

COMMISSIONER ENNES: Okay.

MR. FIRSEL: -- what's happening is Lot 1-A is sending out the bills.

COMMISSIONER ENNES: Sure.

MR. FIRSEL: To everybody, when it really should be the Master Association sending out the bills and everybody contributes.

COMMISSIONER ENNES: Okay, but in Lot 1-A, the current owner/developer is covering those expenses for Lot 2-A, Lot 4-B, Lot 4-C which aren't developed although, did you say one of those is already owned by somebody else?

DRAFT

MR. FIRSEL: Yes. All those owners are contributing their pro rata share.

COMMISSIONER ENNES: They all are.

MR. FIRSEL: What is not being, what's happening is one, the owner of Lot 1-A is paying the bills but is billing back the other owners for their pro rata share.

COMMISSIONER ENNES: Okay, I guess I have one other question with regard to that. Is the pro ratio done, I probably can answer this myself but just to verify, is the pro ratio going to be done on the square footage of each lot or based on the frontage?

MR. FIRSEL: It is based on a number of factors. Number one, it's basically based on an agreement of the parties. All of the parties have reviewed and have agreed in the proposed declaration as an exhibit what each lot's pro rata share is, because it could be based on the number of parking spaces, the number of square footage, the density of the use. There are many bases, and so there have been several meetings and discussions of all the lot owners, and it's all agreed to and it's in the declaration.

COMMISSIONER ENNES: Oh, wait, it is all agreed to?

MR. CAVENAUGH: Yes, we've been operating under this regime for about three years. So, we send the bills out to everyone else, and Arlington Downs Residential pays them and then gets the reimbursement from the other parties. So, this formally will create, the association is created but this formally gets the association as the responsible party. Roughly, I would say it wasn't by land area, it was more by the density of the use for each of the parcels. So, for example, ADR IV, which has 360 units when you look at the total units and the total commercial area, has about 23 or 24 percent share because they'll have a high density and provide about that much traffic to the site.

So, when we did this originally, it was based kind of on the traffic allocation because if the road is being used by everybody, that was the fair way to do it. There's a couple of other factors in there that adjust it a little bit, but generally it was based on the density.

COMMISSIONER ENNES: The reason I'm asking this is, in my career, I've seen so many problems with these.

MR. FIRSEL: And as in mine, yes.

COMMISSIONER ENNES: That's why I'm curious as to how you're doing it.

MR. CAVENAUGH: Yes. No, all but one lot owner is current through the third quarter. We'll get them, they said they'd pay next week.

Just one other comment that you had asked on the, you know, on if Arlington Park redevelops, I guess the point I'm just trying to make is, for example, I'll just use rough numbers because I can do them in my head, if there's 1,000 cars added to that intersection because of Arlington Park and we had 100 cars for ADR, you know, for the rest of the development, then roughly speaking I think the proposal says in the future it will be proportional, we would pay for 10 percent of the intersection. But if we're only 10 percent of the cars going into the intersection, I don't see why we should pay for 100 percent of the improvements which I think will go far beyond the right-hand turn lane if that gets approved. I mean, just frankly speaking, it will go way past that.

MR. FIRSEL: But what Commissioner Ennes, what I believe you were pointing out, that if Arlington Downs has enough additional development to create the warrants regardless --

COMMISSIONER ENNES: Then there's additional development with enough additional businesses that are benefiting from all that traffic.

MR. FIRSEL: That is correct. There is no issue on that score.

COMMISSIONER ENNES: Okay.

MR. CAVENAUGH: Yes, and I think just one more point just to clarify, we're not the developer of the whole parcel. I'm kind of stuck managing the association because I was the first one with the tower, but I know all the owners and I've talked to them ad nauseam. So, we've kind of reached agreement on all these points that, you know, Sam brought up over time, that we all agree that we're going to make these modifications to this declaration.

COMMISSIONER ENNES: Okay, good luck.

MR. CAVENAUGH: Okay, thank you.

MR. FIRSEL: Thank you.

COMMISSIONER ENNES: I think it's a good change, the proposal. Sorry, I took so long, guys.

COMMISSIONER DROST: No, that's okay. That helps explain and simplify it what the Petitioner is doing. I don't have any comments at this point.

CHAIRPERSON DAWSON: Any other comments or questions, Commissioner Green?

COMMISSIONER GREEN: I have no comments. I actually understand I think what you're doing, so it makes sense.

COMMISSIONER DROST: It does.

COMMISSIONER LORENZINI: I just have a question. So, there's been I assume several traffic studies were done for this development.

MR. CAVENAUGH: There have been five or six probably since the beginning, and plus we did one as an advance as a courtesy as part of the subdivision to look at the traffic on the tower and First Descent, to understand where they are in parking because that's, you know, it's been brought up, the whole shared parking concept which was originally because the site was more dense. So, we looked at it and said what do our two buildings that are in the middle there, what are they impacting and how does that change? You know, we're assuming and I think Staff report says Lot 3-A will park itself, ADR IV will park itself. My understanding from CIMA is that Lot 4-C will park itself, and the hotel will park itself. So, really the extra spaces we have on the land behind the building, behind First Ascent, we will make available if there needs to be more parking built.

COMMISSIONER LORENZINI: My question is really not the parking lot, it's about the turning lane. So, at what point of this, forget any outside, any other developments, but at what point developing area will a turn lane be needed? When everything is developed or half gets developed built?

MR. FIRSEL: Let Steve answer.

MR. CAVENAUGH: Probably need to get sworn in.

MR. CORCORAN: Yes.

(Witness sworn.)

CHAIRPERSON DAWSON: Okay, and then state your name and spell your last name, please.

MR. CORCORAN: Good evening. I'm Steve Corcoran, C-o-r-c-o-r-a-n, from Eriksson Engineering. I've been working with Mike on the traffic studies since, I think it started in 2011, so, and we've done a number of traffic studies, so one of these days I'll get it right.

So, we're right now updating the traffic study with some of the changes as was discussed for ADR IV. But we've always analyzed that development as fully built

out, so when we say we currently don't warrant the right turn lane or southbound right turn lane, that's assuming ADR IV is built. That's assuming the hotel is built, that's assuming the retail as it's currently permitted is built, and then the senior housing is built. There may be some changes with the new CIMA plan but, you know, that will come out whether or not it somehow changes traffic enough to cause that right turn lane.

COMMISSIONER LORENZINI: But the entire development would have to be developed, am I right, to need the turn lane?

MR. CORCORAN: Not necessarily, no.

COMMISSIONER LORENZINI: Okay. All right, so the turn lane could go in before they're fully developed?

MR. CORCORAN: That's possible, but based on our projections it doesn't seem likely. Again, as mentioned earlier, when we first started out, we had the theater and we had some more entertainment and more restaurants and uses, we generated about twice as much traffic during the evening peak hour and the Saturday peak hour than we're proposing now that the development has gone mostly residential. So, that's part of the thing that's driving --

COMMISSIONER LORENZINI: But I guess what I'm getting at, at some point during the development, I would think that turn lane should go in before everything is developed and then you have to put the turn lane in. It's a matter of timing.

MR. CORCORAN: Right, I understand the timing, but we might not have reached that time with just the traffic from this development.

COMMISSIONER LORENZINI: So, you're saying if this was fully developed, you may not have enough traffic to warrant that turn lane?

MR. CORCORAN: That is correct.

COMMISSIONER LORENZINI: Okay, now if there is another development in the area, and there has been some significance lately, if that was being built, how would you incorporate the traffic from a major development nearby into your calculations?

MR. CORCORAN: We would need the results for their traffic study, and obviously that's, I'm assuming we don't know when that's going to happen. As Rick mentioned, you know, if they come in and they need lots for permits, they could talk and just possibly do a sharing, but I can imagine they're going to have to do a bunch of stuff to that intersection to help make it work before and after.

COMMISSIONER LORENZINI: Okay, thank you.

CHAIRPERSON DAWSON: Commissioner Warskow?

COMMISSIONER WARSKOW: I'm good, no questions.

CHAIRPERSON DAWSON: So, I do have a question. Where is this Master Association defined?

MR. FIRSEL: Yes, the Master Association is defined in the new declaration. It is specifically referenced, it has been created as an Illinois not-for-profit corporation. It does exist today; however, it doesn't have any property in it and it doesn't yet function. So, it is ready to go and if a deed is prepared and conveyed to the Arlington Downs Master Association, Inc., and that's what we're basically asking today, once that happens, then each lot owner will get a quarterly bill, not from Arlington Downs One, but from the Master Association. That is all it is defined, described and covered in the amended declaration which is before you this evening.

CHAIRPERSON DAWSON: Where are the other parties to the association? How do I know, right now we have somebody who's in charge of paying these bills. How do I know that there are other parties that are going to be --

MR. FIRSEL: Because they've all agreed, every party has to sign the declaration. It's not just the declaration signed by Rick's entity. The Master Association signs it, Lot 3-A, owner of Lot 5-A, 4-C, 4-B, 2-A2, 16, 2-A and 1-B, they all sign this declaration agreeing to its terms including the payment of their percentage share of the maintenance upkeep of the roadway and all other conditions contained in the declaration. Not only are they signing it, their lenders are signing it.

CHAIRPERSON DAWSON: Sure. I'm just not, Sam, what am I missing? Where does it say here that all this is conditioned upon everyone signing off on the Master Association?

MR. HUBBARD: The subdivision is conditioned or the creation of the --

CHAIRPERSON DAWSON: Where? We've got someone who is on the hook for paying bills. Now we're saying we're going to shift that to somebody else, this Master Association which is a bit mysterious to me. Where does this say that shifting the bills to this Master Association is conditioned upon everyone signing off on the obligation to be a part of the Master Association?

MR. HUBBARD: Well, I think they all sign the Master Association to join in.

CHAIRPERSON DAWSON: I guess I'm just not seeing it here. I'm seeing here that the request is completed and, therefore, the Master Association will be responsible. But nothing here says conditioned upon the Master Association formally being created and signing off on being obligated to pay these bills.

MR. FIRSEL: That is because the Master Association, what the recommendation --

CHAIRPERSON DAWSON: I'm just not seeing it here.

MR. FIRSEL: Yes, I hear you.

CHAIRPERSON DAWSON: So, you're asking for me to shift the responsibility to this Master Association. I don't have a problem with that, I really don't. I'm missing the step in which the Master Association and its members are committing to paying those bills to you, because I can mysteriously shift the obligation to this magical being to create and pay bills that doesn't exist and now I no longer have anyone to pay the bills. So, I'm just wanting to see where in this does it say that all of this is conditioned upon this association being created.

I'll sign off on it all day long if I know that that association is going to be created and be obligated to pay the bills, but if that never happens, then I've just approved a shifting of responsibility to something I can't confirm is going to take that responsibility.

Do you see what I'm saying, Sam?

MR. HUBBARD: Yes, I see what you're saying. I mean, I don't know, I mean, there are several assurances that the parties will sign the revised declarations that establish everything. They're required to revise the declarations as part of this subdivision process as a condition of approval in the PUD.

CHAIRPERSON DAWSON: That's what I want to know, is it a condition of approval, because I don't see that language here. So, as long as this said conditioned upon the Master Association signing the PUD and committing to their obligations, I'm A-OK with that. I'm missing that step.

MR. FIRSEL: And let me, if we had -- Sam, you don't have the declaration in your system, do you?

MR. HUBBARD: I mean, I could pull it up.

MR. FIRSEL: Okay, the declaration itself that everybody is signing says,

because I wrote it --

CHAIRPERSON DAWSON: Everyone is signing, but hasn't signed yet.

MR. FIRSEL: No.

CHAIRPERSON DAWSON: See, the step, the only step --

MR. FIRSEL: They will, well, of course this revised declaration is of no force or effect until everybody signs it, and the Village, the first step is getting everybody's approval of what we submitted to the Village and getting their approval of the conditions of approval.

CHAIRPERSON DAWSON: Sure. All I'm saying is nowhere on this document does it say that, and so if I'm going to vote in favor of something, I just want the language added that says what you just said. That's all I'm saying, but --

MR. FIRSEL: We have no objection to --

CHAIRPERSON DAWSON: -- I'm not disagreeing with the request. I'm saying there is a slight step that's missed in the drafting because I don't see that step, that's all I'm saying.

MR. FIRSEL: And we would be happy to agree to a condition that says that this is conditioned upon the declaration including provisions that the Master Association will be responsible for all of the obligations that are set forth in the revised declaration. We're fine with that, because that is exactly what's --

CHAIRPERSON DAWSON: I'm asking for a condition that's conditioned upon the Master Association being created and committing to the obligations, right. So, that's the step that I'm missing is just that piece, because this Master Association --

MR. FIRSEL: It has been created.

CHAIRPERSON DAWSON: I believe you, I don't think you're misleading me, not in the slightest, right, but you're a lawyer, I'm a lawyer, there's loopholes, right? So, I just want to make sure we're tying the two together, that what I'm approving is conditioned upon this Master Association being put into existence and signing off on these obligations because without that --

MR. FIRSEL: So, we agree, I agree that's not a problem.

MR. HUBBARD: So, maybe we can recommend a fourth condition of approval, that approval of the subdivision is conditional upon the execution and recording of the amended declarations substantially compliant to the draft as submitted as part of this application.

CHAIRPERSON DAWSON: That's great. That's all I'm asking for is just that loose end tied up. That's all I'm asking for.

MR. FIRSEL: It is not a problem whatsoever. Thank you for pointing that out, and we have no issue whatsoever. That's exactly the intent of what we're doing.

CHAIRPERSON DAWSON: Sure, and I had no doubt.

MR. FIRSEL: Thank you.

CHAIRPERSON DAWSON: I just wanted to make sure that was tied up.

MR. FIRSEL: Thank you.

CHAIRPERSON DAWSON: Okay, so with that, I'm going to go ahead and open it up to public commentary. Anyone in the public who wish to come forward and speak? Yes? If you could state your name and spell your last name, and if you're so willing, where your address, state your address but that's up to you.

PUBLIC COMMENTARY FOR PC #23-009

MS. CHARLTON: Thank you. My name is Jo Ellen Charlton, last name is spelled C-h-a-r-l-t-o-n. I am the Assistant Director of Public Works for the City of Rolling Meadows with the address at 3900 Berdnick, Rolling Meadows, just down the street.

Madam Chair and members of the Commission, thank you very much for hearing me tonight. I want to thank Sam for his help in providing us with the information on this development, as well as the development team who provided some good history on this project. I started with Rolling Meadows in 2019, so this entire history happened before me, so I appreciate the time that you spent bringing me up to speed on that. I really want to find out who told you not to build that right turn lane, whenever that happened, so I'll be looking into that a little bit. Again, Sam was very gracious in sending me the information and the application. We reviewed it, and I reviewed a lot of the old documents as well to try and figure out what Rolling Meadows' interest in this project was as it relates to the Rohlwing Road right-of-way.

So, as was mentioned in the Staff report and discussions so far tonight, there are two issues that we raised in our report and Sam reviewed and made recommendations in his Staff report. Those two items have been discussed pretty much at length tonight, and they include the right-of-way improvements on the east side of Rohlwing which are the pedestrian improvements, so the sidewalk, the lighting and the street trees, which would include either the removal or replacement of street trees as they exist today. It sounds like everybody is in agreement with that so I don't think we need to discuss that but I'm happy to answer any questions on that if there are any.

With regard to the right turn lane, I think we started down this road with the same intent which was that the original planned development for this project did anticipate warrants would be met in the future for a right turn lane. So, we were trying to request or trying to figure out when that trigger would actually be made. Your traffic consultant, you know, testified that additional traffic studies have been done which may or may not kick in a warrant for that turn lane moving forward.

I guess what I would ask the Plan Commission to consider is that traffic studies in addition to looking at traffic generation from existing projects also look at existing traffic conditions. Some of those existing conditions could change. For example, we saw in some of our traffic studies from projects that, as a result of COVID, our existing traffic numbers went down. So, it took a lot more trip generation to get a project to the point where it met warrants. You may be wildly successful in some of the projects that are in here, and so, you know, the attractions that you have might bring more people, so that trip generation could be a little bit higher.

So, I think we're on the right page. Sam, I don't know if you could put that language up, because I think what you're proposing to do is accept the language that was included in green as amended for that. Correct? Is that correct?

MR. HUBBARD: Yes, we would be adding the language in green or removing the language in red.

MS. CHARLTON: And so, I think what you're saying is that we would continue to evaluate traffic each time a new development was proposed potentially to see if it meets warrants as opposed to like right now, it says which request shall be prior to and/or at the time of completion. You're not saying that you're only going to do a traffic study analysis on the last project.

MR. HUBBARD: Any time the PUD is amended, it would require a traffic study at that time. They could potentially request a waiver of that requirement, but any, you

know, future development in the PUD that requires an amendment to the PUD would certainly require a traffic and parking study. There are specific conditions that ADR IV and ADR III provide those as part of, they have to go through a PUD amendment process when they come forward for redevelopment. Technically, I suppose, the hotel and the commercial could move forward under the existing entitlements without providing the traffic analysis, but we certainly would require it at the end of the development when fully built out. It could be that whatever is proposed on 4-C and 4-B is not substantially compliant to the approved PUD, in that case they would be required to amend the PUD and then provide a traffic and parking study.

MS. CHARLTON: So, the Master shall provide such study upon request from the Village if you had reason to believe that something could be warranted but wasn't an amendment, would that language not apply to a potential requirement? I want to give the Village as much opportunity as possible to review a project if you feel it's warranted even though it might not be an amendment to the planned development, because I don't know how many of those you have in there currently.

MR. HUBBARD: Yes. I mean, I think we're comfortable with the language as it's drafted. While I see your point; I think we have appropriate mechanisms within the PUD to evaluate traffic as it continues to move forward and ultimately once it's finally built out with this amendment to the declarations.

MS. CHARLTON: And I think the point of this, too, is that once the project is built out, you would not then be able to go back to the developer for anything that happens after that.

MR. HUBBARD: Not for the full cost of improvement but only for their proportional share.

MS. CHARLTON: Okay, okay. So, again, I think with those clarifications, we are, I am comfortable with what Staff has proposed as meeting generally what our concerns were as we expressed them in our report to the Village. So, I don't really have any additional comments. If you have any questions of me, I'm happy to answer them and we're of course looking forward to working with your Staff and the developers as they continue this project. Thank you for the opportunity to speak.

COMMISSIONER DROST: Yes. So, you've got your comments in the record which is number one, and then I think Sam satisfactorily answered the questions for you.

MS. CHARLTON: Correct.

COMMISSIONER DROST: As the development goes forward, there will be a re-evaluation of the parking, or the traffic studies.

MS. CHARLTON: The warrants for the traffic signal, yes.

COMMISSIONER DROST: The warrants, right. Good.

COMMISSIONER ENNES: Good comments on the letter that we saw that you stated in the report. Those were your comments?

MS. CHARLTON: Correct, it was attached to the agenda package was the letter that I sent to Sam. We discussed those comments at length and I think he did incorporate that into the recommendation. The recommendation as presented tonight with some amendments in green appear to meet the intent of what our conversation consisted of. So, we appreciate that, thank you.

CHAIRPERSON DAWSON: Great, thank you.

Anybody else in the audience?

(No response.)

CHAIRPERSON DAWSON: No? All right, seeing none, we'll go ahead and close public commentary.

I'll start down here, any additional questions, comments?

COMMISSIONER WARSKOW: None here.

(No response.)

CHAIRPERSON DAWSON: Do I have a motion?

COMMISSIONER DROST: I'll make the motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #23-009, a Preliminary and Final Plat of Subdivision to subdivide the property into three lots, and the following Variation:

1. **Chapter 29, Section 29-307a.1 to allow Lot 1-B and Lot 1-D without each lot having their full frontage abutting a street.**

This recommendation is subject to the following conditions:

1. **The amended and restated declarations shall be revised as follows:**
   - **A. <u>Rohlwing Road Streetscape Improvements</u>: The declarations shall be revised to make it clear that whenever development occurs on Lot 2-A2/Lot 16, Lot 4-B, and/or Lot 4-C (whichever lot proceeds with development first), the full streetscape improvements shall be installed from Salt Creek Lane to Euclid Avenue, which shall include a pedestrian signal and crosswalk across Euclid Avenue on the east side of Rohlwing Road. The cost of these improvements shall be proportionately shared between the owners of Lots 4-B, 4-C, and 2-A2/16. At time of permit issuance, the Village could establish a recapture agreement for the cost of the streetscape improvements.**
   - **B. <u>Rohlwing Road Right Turn Lane</u>: The declarations shall be revised to require that the Master Association pay for the warrant study for said right turn lane, as well as design, engineer and construct said turn lane if determined to be warranted as outlined in Ordinance #215-049 Condition 3. Furthermore, the Master Association shall provide said study upon the request of the Village, which request shall be prior to and/or at time of completion of the PUD. The Master Association shall be responsible for their proportional share (as based on traffic volumes) of the right turn lane if/when it is warranted in the future.**
   - **C. <u>Land-Banked Parking</u>: The declarations shall be revised to clearly state that the owners of Lots 1-B, 2-A1, 4-B and 4-C shall bear the cost of construction of the land-banked parking should it be determined by the Village that there is a parking shortage occurring within the PUD.**
   - **D. <u>Plaza/Pavilion</u>: The declarations shall be revised to allow any of the other lot owners the right to construct the pavilion and any elements of the plaza area that fall within the boundaries of Outlot 1-C.**
   - **E. <u>Euclid/Stonegate Turn Signal</u>: The declarations shall be revised to require the Master Association be responsible for 100 percent of all costs associated with the traffic signal warrant analysis as well as pay 100 percent of all design, installation, maintenance and energy costs associated with said traffic signal.**
   - **F. <u>Village Entry Sign</u>: The declarations shall be revised to clarify that the Village entry sign shall be constructed when development occurs on either Lot 4-B or**

Lot 4-C (whichever comes first).

2. **Any conflicts between the declaration and PUD approvals shall be determined based upon the PUD zoning approvals and conditions.**
3. **Approval of the subdivision is conditional upon the execution and recording of the amended declarations by the parties that are affected.**
4. **The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

COMMISSIONER DROST: Adding the Dawson amendment.
CHAIRPERSON DAWSON: Oh, I have a name.
COMMISSIONER DROST: Yes, well, there's always a compromise, you know.
CHAIRPERSON DAWSON: The Dawson amendment, I like it.
COMMISSIONER DROST: Well, no, to add that with the consent of the Petitioners.
MR. HUBBARD: That approval of the subdivision is conditional upon the execution and recording of the amended declarations.
COMMISSIONER DROST: By the parties that are affected.
COMMISSIONER ENNES: I'll second that.
CHAIRPERSON DAWSON: Any other comments?
(No response.)
CHAIRPERSON DAWSON: All right, roll call.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.
All right. Oh, wait, we forgot Warskow, she's here.
MR. HUBBARD: Oh, sorry about that. Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Thank you.
CHAIRPERSON DAWSON: So, with that, we have a unanimous approval of the Plan Commission. Again, we're just a recommending body. You'll be going before the Village Trustees with our unanimous recommendation. Sam will be working with you on the dates for that, but congratulations.
MR. FIRSEL: As always, thank all of you very, very much for your time and consideration. Again, thanks, Sam, for his contributions. Again, every time I come in, Sam helps

make the projects better. So, again, thank you, Sam, and the rest of your Staff.

MR. HUBBARD: Thank you.

CHAIRPERSON DAWSON: All right, so with that, we have other business, public comment.

Is there anyone in the audience for public commentary? General public commentary?

(No response.)

CHAIRPERSON DAWSON: All right, seeing none, we're going to close general public commentary.

Anything else, Sam?

MR. HUBBARD: No.

CHAIRPERSON DAWSON: All right, do I have a motion for adjournment?

COMMISSIONER GREEN: Motion to adjourn.

COMMISSIONER CHERWIN: Second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposed?

(No response.)

CHAIRPERSON DAWSON: All right, with that, we're adjourned.

(Whereupon, at 8:46 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, RON LeGRAND, SR., depose and say that I am a digital court reporter doing business in the State of Illinois; that I reported verbatim the foregoing proceedings and that the foregoing is a true and correct transcript to the best of my knowledge and ability.

_____
RON LeGRAND, SR.

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2023.

_____
NOTARY PUBLIC

DRAFT

Plan Commission
10/11/2023

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

Department: Planning & Community Development Department

Requested Action

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

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

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

Variations Required

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

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

Recommendation

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

1. Section 10.2-8, to allow a 22.1' wide drive aisle where code requires a minimum of 24' in width.

2. Section 10.2-9, to allow tandem parking stalls.

The Staff Development Committee recommends APPROVAL of the application

subject to the following conditions:

General

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

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

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

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

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

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

a. Providing, at a minimum, 7 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 3.2 units (a maximum of 2.5% of the total number of units) or a total of 10.2 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(1) of the Village Code.

b. Ensuring compliance with all other provision of the Inclusionary Housing

Ordinance and the Inclusionary Housing Guidelines as applicable.

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

Parking Related

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

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

b. Any tenant desiring 2 parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units). Once all tandem spaces have been leased, no other unit shall be allowed two parking stalls.

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

d. Studio units shall be prohibited from leasing more than 1 parking space.

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

f. Residential guest parking within the garage shall be made available and at no time shall there be less than 2 stalls assigned as guest parking stalls (ADA stalls cannot count as a guest stall). Garage spaces that are unleased by residential tenants shall be made available for guests and added to the guest parking pool.

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

Loading Conditions

10. Loading operations are restricted to the following:

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

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

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

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

Traffic/Street Infrastructure Conditions

11. The petitioner shall revise the garage exit from an angled driveway exit on to Highland Ave to a 90-degree exit/intersection with Highland with no or minimal flares, for final review and approval by the Village.

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

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

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

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

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

Site Related

15. No later than issuance of a building permit, the petitioner shall execute a public access/sidewalk easement along the south side of the building, at the discretion of the Village and as necessary to comply with ADA pathway widths.

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

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

Building Related

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

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

20. All utility service lines must be underground.

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

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

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

ATTACHMENTS:

Description	Type
PC Staff Report - 10/11/23	Board or Commission Report
HC Minutes 9-20-23 - DRAFT Final	Minutes
HC Staff Report 9-20-23	Report
DC Minutes 8-22-23	Minutes
DC Staff Report 8-22-23	Board or Commission Report
PC Minutes 5-24-23	Minutes
PC Staff Report 5-24-23	Board or Commission Report
Public Notice	Exhibits
Aerial	Exhibits
Architectural Plans	Exhibits
Building Renderings	Exhibits
Conceptual Modifications to Comply with DC Conditions	Exhibits
Engineering Plans	Exhibits
Landscape Plans	Exhibits
Parking Management Plan	Correspondence
Parking Management Plan Graphic	Exhibits
Photometric Plan & Fixture Cut Sheets	Exhibits
Traffic & Parking Study	Exhibits
Department Comments - Round 4	Correspondence

Department Comments - Round 4
Petitioner Response

Correspondence

VILLAGE OF ARLINGTON HEIGHTS

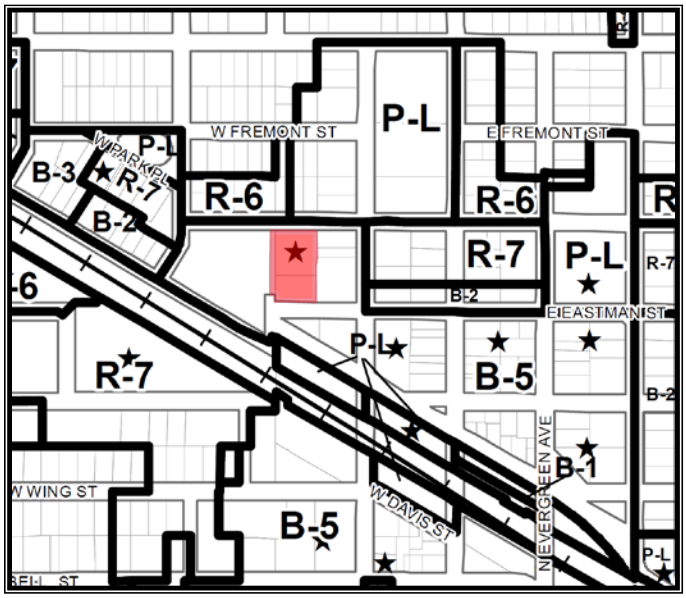
STAFF DEVELOPMENT COMMITTEE REPORT

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

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

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

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



SURROUNDING LAND USES

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

Requested Action:

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

Variations Required:

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

Project History:

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

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

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

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

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

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

Project Background:

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

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

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

Downtown Master Plan and Building Height:

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

Zoning and Comprehensive Plan

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

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

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

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

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

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

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

Market Study

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

Neighborhood Meeting

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

Design Commission

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

Housing Commission & Affordable Housing

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

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

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

Impact on School Districts

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

Construction Staging

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

Site & Building Analysis:

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

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

Infrastructure

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

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

Parking and Traffic:

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

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

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

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

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

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

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

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

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

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

Loading:

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

RECOMMENDATION

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

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

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

General

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

Parking Related

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

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

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

Loading Conditions

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

Traffic/Street Infrastructure Conditions

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

Site Related

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

Building Related

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

_____ October 6, 2023

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Head

DRAFT

MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
SEPTEMBER 20, 2023

IN ATTENDANCE:

Commissioners Present:	John Eggum	Ken Kiefer
	Janice Krinsky	William Delea
Commissioners Absent:	Andre Arrington	David Miller

Staff Present: Nora Boyer, Housing Planner/Staff Liaison

Others Present:
Joe Taylor, 116-125 Eastman
Bernard Citron, 116-125 Eastman
Rolando A Nijron Rodrigez, Full Circle Communities
Emma O'Conner-Brooks, Full Circle Communities
Jordan Bartle, Full Circle Communities
Tom Gaynor, Hana Board President
Linda Waycie
Hugh Brady, Housing Task Force
Gary Stubits
Barb Taylor
Jack Sturgeon
Pat Sturgeon
Emily Mysler
Sally Mysler
Keith Moens, Resident
Fred Vogt, Resident

I. CALL TO ORDER

The meeting was called to order at 7:00 pm by Chairman Eggum.

II. ROLL CALL

Present: J. Eggum, J. Krinsky, K. Kiefer, & W. Delea
Absent: A. Arrington & D. Miler

III. NEW BUSINESS

Chairman Eggum took the prerogative to reorder the agenda to move the new business items forward on the agenda beginning with the 116-125 Eastman project.

A. 116 – 125 Eastman Affordable Housing Plan (Revised)

Ms. Boyer shared the staff report: 116-120 W Eastman is a proposed mixed-use building in downtown Arlington Heights. Due to its location in the B-5 zoning district, the Inclusionary Housing Ordinance requires that 7.5% of the total number of units in the development be affordable with the option that a minimum of 5% of the units must be provided as on-site actual affordable housing units and up to 2.5% of the units may be provided using the fee-in-lieu option at the amount per unit prescribed in the Inclusionary Housing Guidelines at the time of the issuance of the building permit. The amount prescribed in the Guideline's is currently $28,370 per unit but is subject to annual updates according to changes in the Consumer Price Index for the Chicago-Elgin-Naperville Area.

The Affordable Housing Plan for this project was previously reviewed by the Housing Commission in April, 2023. The Housing Commission recommended approval of that Affordable Housing Plan with conditions to the Village Board. However, since April, 2023, the project has undergone some changes and the petitioner has revised the proposed Affordable Housing Plan for the project. Therefore, a revised Affordable Housing Plan is being presented to the Housing Commission.

116-120 Eastman REVISED Affordable Housing Plan Summary

- Total Dwelling Units: 136
- Market Rate Units: 129
- Affordable Unit Obligation (7.5%): 10.2
- Inclusionary/Affordable Units (Min. 5%): 7 (5% is 6.8 units rounded to 7 units)
- Fee-in-Lieu Units (Max. 2.5%): 3.2 (10.2 units minus 7 on-site units)

The applicant has agreed to the conditions of the Inclusionary Housing Ordinance and associated Guidelines including, but not limited to, the following criteria:

- To provide 7 on-site affordable housing units which meets the requirement that a minimum of 5% of the total number of units be provided as actual on-site units in perpetuity.
- To pay a fee-in-lieu of providing 3.2 units times the applicable fee at time of permit (2.3% of total units).
- That annual income for tenants shall comply with the Inclusionary Housing Ordinance and Guidelines which is a maximum of 60% of area median income adjusted for household size.
- That maximum rents shall be rents that comply with the Inclusionary Housing Ordinance and Guidelines at at 60% of area median income adjusted for unit size and adjusted for a utility allowance.
- The Affordable units shall be integrated throughout the building.
- The Affordable units shall be constructed simultaneously with the market rate units.
- The interior and exterior finishes of the market rate and the affordable units will be the same.
- The bedroom mix of the affordable units shall be equivalent to the mix of the market rate units (rounded) at 3 studio units; 3 one-bedroom units; and 1 two-bedroom units. If the bedroom mix and density calculations change distribution may be adjusted accordingly.
- The management shall provide the required annual report concerning the affordable units on a form prescribed by the Village

The applicant has further agreed to offer each tenant a minimum of one parking space per affordable unit at a monthly rate that is reduced by the same proportion that the tenant's affordable monthly rent is discounted from the rent amount for an equivalent market rate unit.

The applicant has provided an Affordable Leasing Plan (ALP) that is consistent with the Inclusionary Housing Ordinance and Inclusionary Housing Guidelines including the implementation of the tenant preferences. The ALP is incorporated into the Affordable Housing Plan.

Staff is recommending that the Affordable Housing Plan for 116-120 W Eastman be approved as meeting the requirements of the Inclusionary Housing Ordinance under the following conditions:

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

a. Providing, at a minimum, 7 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 3.2 units (a maximum of 2.5% of the total number of units) or a total of 10.2 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(1) of the Village Code.
b. Ensuring compliance with all other provisions of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

Bernard Citron, Attorney for the applicant, explained that the project has been revised from the feedback that was given from the Village and residents by dropping the number of units and moving one level of parking underground to lower the height of the building. All amenities will be available to all residents: upper deck, pool, restaurant, and co-working spaces. No density variances will be needed, and this will be a one-phase project.

Tom Gaynor, Hana Board President, expressed that collaboratively we have come up with a much better plan for this project, and appreciate the revisions. He is in favor for 10 affordable housing units for the building.

Mr. Gaynor also shared a concern for historical homes being torn down in the Village. Through a recent FOIA request he learned that 10% of the historical homes have been torn down and replaced by large, million-dollar homes, which has replaced the affordable home. He encourages the Housing Commission to work in tandem with the Design Commission to preserve the affordable housing within the community.

An unknown speaker asked that fee-in-lieu be stricken and add the three units to meet the required 10 units.

Mr.Taylor explained the economic picture of increasing the number of affordable units and at this time without receiving any additional funding from the city, municipalities, or tax incentives, it makes it difficult to be able to provide economically.

Comr. Eggum acknowledged that the petitioner is providing above and beyond the affordable units that are required by the ordinance, and are able to do so with the increased density. Due to the reduced number of units, and construction costs relatively the same, the internal rate of return dropped materially. The Village has indicated from the trustees that they are interested in maximizing affordable housing and maintaining that as a priority, but when other commissions, staff or trustees decline to allow requested density bonuses, this will decrease ability for the developers to develop affordable housing due to reduced rate of return. We appreciate that the developer has complied with the ordinance as drafted, however it is unfortunate that the proposal to increase density in return for providing more affordable housing to the community was unable to be realized.

An unknown speaker inquired about the tenant selection for the inclusionary units. Will residents of the Arlington Heights community be considered? Mr. Taylor stated that there is a marketing plan presented by Lincoln Properties who will manage and work with the housing policy of the Village, and also meet fair housing laws that are applicable to affordable housing. Mr. Citron added that this information can be added to the website, however we cannot limit to residents only.

An unknown speaker asked if the motion to change the density to allow for the three extra units?

Mr. Taylor expressed that at this time we have worked with Hana and staff to reduce the density and time is running out. Comr. Eggum shared that after working with Hana to re-engineering of the project, we need to move forward to the plans that have been proposed.

Motion was made by Commissioner Eggum; Seconded by Commissioner Krinsky:
It is recommended that the Affordable Housing Plan for 116-120 W Eastman be approved as meeting the requirements of the Inclusionary Housing Ordinance under the following conditions:
The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:

a. Providing, at a minimum, 7 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 3.2 units (a maximum of 2.5% of the total number of units) or a total of 10.2 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(1) of the Village Code.
b. Ensuring compliance with all other provisions of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

The motion was approved unanimously by voice vote.

B. Grace Terrace Affordable Housing Plan

Ms. Boyer shared the staff report: Grace Terrace is a proposed 25-unit universally designed permanently supportive housing development providing affordable housing for persons with disabilities. Priority is given to veterans who are otherwise eligible for tenancy. Under the terms of its financing from the Illinois Housing Development Authority (IHDA), all 25 units (100%) must be used to provide affordable permanently supportive housing for a minimum of 30 years. Full Circle Communities has stated that its mission-driven intention is to own and manage all of the units as permanently supportive housing in perpetuity.

Grace Terrace is proposed to have 20 one-bedroom and 5 two-bedroom units in a 3-story building. Tenants will pay 30% of their incomes toward rent and utilities with the remainder covered by Cook County Housing Authority Project-Based Vouchers. This project sets maximum annual household incomes at 30% and 50% of area median income.

In addition to the financing from IHDA, the project is receiving public financing and other grants from Cook County (federal HOME program), a ComEd energy efficiency grant, IFF loan, a State of Illinois Capital Bill allocation, and a Federal Home Loan Bank grant.

Inclusionary Housing Ordinance: Below is a comparison of the proposed project and the requirements under the Inclusionary Housing Ordinance (IHO) and IHO Guidelines.

Criteria	Grace Terrace	Village Requirement Inclusionary Housing Ordinance (IHO) or Guidelines	Comment
Percentage (Number) of Affordable Units	100% (25) units for first 30 years; thereafter at a minimum to comply IHO 10% (3) unit requirement but the intention it to continue operation as a 100% affordable	10% (3) units are required to be affordable due to public financing	Exceeds affordability requirement first 30 years and will continue to comply thereafter

	permanent supportive housing building.		
Fee-In-Lieu	Not applicable	Not applicable	Not applicable
Maximum Tenant Annual Incomes	Maximum 30% and 50% of Area Median Income, thereafter to comply with IHO	Maximum 60% Area Median Income	Exceeds affordability requirement first 30 years and will continue to comply thereafter
Maximum Rents	Tenant rents are 30% of household income for the first 30 years (HACC Project Based Vouchers); thereafter to comply with IHO	Maximums as per IHDA/IHO Guidelines chart by bedroom size	Exceeds requirement first 30 years and will continue to comply thereafter
Integration of Affordable Units	All units are affordable first 30 years; thereafter must comply with IHO	Affordable units to be integrated	Meets requirement
Phasing	Not applicable due to it being a one building development	Not applicable due to it being a one building development	Meets requirement
Interior and Exterior Finishes	All unit finishes are the same	Finishes in affordable units must meet minimum standards	Meets requirement
Bedroom Mix	All units are affordable first 30 years; thereafter to comply with IHO	Affordable unit bedroom mix must be proportional to market rate mix	Meets requirement
Preferences	First 30 years disability will be a condition of tenancy and veterans with receive preference, thereafter to comply with IHO but the intention is to continue to operate as a permanent supportive housing facility for persons with disabilities	IHO Guidelines state that the developer must give preference to one or more of 4 preference categories (persons with disabilities, veterans, local residents, local employees)	Meets requirements
Reporting	Petitioner has agreed to reporting requirements	IHO Guidelines contain reporting requirements	Meets requirement

The petitioner has reported that a Tenant Selection Plan will not be produced until closer to financial closing and has offered to provide a copy to Staff at that time. Staff will ensure consistency of the Tenant Selection Plan with the inclusionary housing requirements.

Staff is recommending that the Affordable Housing Plan for Grace Terrace, 1519 – 1623 S Arlington Height Rd. be approved as meeting the requirements of the Inclusionary Housing Ordinance under the following conditions:

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

a. Providing, at a minimum, 3 actual on-site units (a minimum of 10% of the total units) in perpetuity in the Planned Development in compliance with Section 7-1707(b)(3) of the Village Code.
b. Ensuring compliance with all other provisions of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.

Ms. O'Conner-Brooks introduced the mission of Full Circle. The site is a centrally located to shopping and transportation. Supported services are available on site. Tenants will have leases; it is not transitional housing. 100% rental assistance though the Housing Authority of Cook County, only requiring 30% of the tenant income. Every lease holder is required to be an individual with a disability, veterans receiving priority.

Ms. Denise discussed the project financing plan IHDA's Permeant Support of Housing program. Provides funding for acquisition and construction of projects for persons with disabilities. State and private grants will also be including in the funding. All funding sources are confirmed and committed. We are wrapping up the conceptual phase, and intend to submit for permitting before end of the year, closing on the IDA shortly thereafter. Construction to begin in early spring and will take about one year. Full Circle property management will then take over the property.

Comr. Eggum asked total cost for the project - $13.5M and total IDA contribution - $8.5M, with loans totaling $1.5M. The builder is Weiss Builders.

Ms. O'Conner-Brooks shared their successes in McHenry County. Services on site will include a case manager, help with literacy, job training, case management, benefits, social community building to help integration into the community. Health and wellness programs, in/out patients services as needed. Full Circle reinvests 75% of differed development fee back into our services so that tenants receive what they need. We align with Arlington Heights and their inclusionary housing goals, development of vacant land, and will pay approximately $50K in property taxes.

Hugh Brady, Housing Task Force provided some background on how the project came about and is very supportive of this project. Also shared that area residents are interested in staying in their communities. Services that are provided within the housing are needed.

Sally Mysler encouraged the project move forward after her daughter Emily benefitted from an alike community.

A member of School Board Member 59 was very supportive and will be a neighbor of the facility, thank you for bringing this to our community that so desperately needs this type of housing.

Comr. Eggum expressed that the legal framework that exists with regard to making this project permissible, and when staff explains that this projects funding structure is unique and can be approved with an exception to the funding requirement of public bodies. He feels that it be approved as such.

An unknown speaker voiced concern about tenant selection, that not all surrounding communities have inclusionary housing ordinances, and this is to be an asset to the residents of Arlington Heights.

Motion was made by Commissioner Eggum; Seconded by Commissioner Krinsky:
It is recommended that the Affordable Housing Plan for Grace Terrace, 1519 – 1625 S Arlington Heights Road be approved as meeting the requirements of the Inclusionary Housing Ordinance and that the developer be granted an exception to the Inclusionary Housing Guidelines because they are required by State-based public funding sources (Illinois Housing Development Authority) to refrain from giving preference to Arlington Heights residents and workers.

The motion was approved unanimously by voice vote.

Comr. Eggum suggested that staff be prepared to explain the distinctions to the trustees, there seems to be some confusion, they want to 1:11 the preferences in the inclusionary housing guidelines, and Comr. Eggum's view is that they are entitled to maintain those preferences. Ultimately, these preferences are voted on by the trustees and decided on by the trustees, yes by the recommendation of this committee, but they are not this committees preferences.

IV. APPROVAL OF MINUTES

A motion was made by Commissioner Keifer, seconded by Commissioner Delea to approve the minutes of the August 16, 2023 meeting with the correction of a few typographical errors. The motion was approved unanimously by voice vote.

V. REPORTS

A. Regular Status Update of Inclusionary Affordable Housing Projects

- Arlington Gateway – A redevelopment proposed for the SE corner of S Arlington Heights Rd. and Algonquin Rd. The proposal is for an 8-story, 300-unit rental apartment building. It went to early review before the Village Board on June 20, 2023 and the Conceptual Plan Review Committee on July 26, 2023. The developer's proposal is to provide the required 10% (30) affordable units.
- Chestnut Townhomes – Is a proposed 5 townhome development for 2201 N Chestnut Ave. Payment of the linkage fee would be required due to the size of the project (under 10 units).
- Full Circle Communities' Grace Terrace – is a permanently supportive housing development proposed to be located at 1519 – 1625 S Arlington Heights Rd. Housing Commission September 20, 2023. Plan Commission and Design Commission possible within the next month.
- International Plaza/TIF 4 – Discussions are continuing regarding the redevelopment site, details with the potential to move the project forward are expected in the coming month or two. The affordable housing partner applied for low-income housing tax credits for the affordable building. The application passed IHDA's preliminary review, but the project was not awarded tax credits in 2023. There may be a reapplication for 2024 tax credits.
- 116-120 W Eastman – The Affordable Housing Plan for this rental building was reviewed by the Housing Commission in April 2023. For re-review in September 2023.
- 4 N Douglas – The Affordable Housing Plan has been reviewed by the Housing Commission. The project has not yet advanced to the Plan Commission.
- Crescent Place – Is a 40-unit, 100% affordable apartment building that has been approved and is under construction.
- ADRII/3031 W Salt Creek Ln. – Was a proposed rental building that went for preliminary review to the Conceptual Plan Review Committee on November 30, 2022. Nothing more has been heard from the petitioner.
- Arlington 425 – Is approved. There is no update this month.

VI. OLD BUSINESS

A. Single-Family Rehabilitation Program Report & 2023/2024 Budget Discussion

Ms. Boyer updated that three new applications have been received, next month we will review the group home applications, bids will be received, and perhaps funds can be reallocated to the single family budget.

B. Single-Family Rehab Program Changes

Ms. Boyer shared that the Village Board concurred with SFR changes with staff caveat on third change:

1. Allow applicants to own real estate in addition to their principal residences with incomes from such real estate being included as household income for the purpose of determining income-eligibility for the program as per HUD's regulations;
2. Remove the two-year home ownership requirement;
3. Permit loan-to-value ratios up to 100% on a case-by-case basis only for emergency repairs.

C. Rental Registry Recommendation

Ms. Boyer shared that the Village Manager is having the building department look into a Multi-Family Licensing: Staff is broadly reviewing the rental licensing and inspection program including short term rentals and getting info on affordability could be a part of that program with a challenge being the cost.

Comr. Eggum commented that the concept of the rental registry was that there would be a nominal fee to cover any expenses like having to pay computer web person to make a website to enter their information. He believes that the rental registry would still be in place and the fee would be higher, and then have rotating inspections. Believes that the inspection fee would be additional revenue, these two things go hand in hand. Rental registry would provide the data need to run this commission more efficiently.

D. Affordable Housing Trust Fund

Ms. Boyer had no report.

VII. OTHER BUSINESS

A. Agenda Items for October Meeting

None

B. Public Comment

Fred Vogt, Senior Citizens Commission stated that goal #9 in the strategic plan is Attainable Housing, after the Senior Citizens Commission meeting earlier in the week, is looking for updates this plan. Could there be conversation on this in the near future.

Comr. Eggum shared that there really is no data at this time, but if there is a real estate broker that could provide the Senior Citizens Commission costs/values from the MLS maybe that could help. Mr. Vogt will look into the idea.

VIII. ADJOURNMENT

A motion was made by Commissioner Krinsky seconded by Commissioner Kiefer to adjourn the meeting. The motion was approved by voice vote.

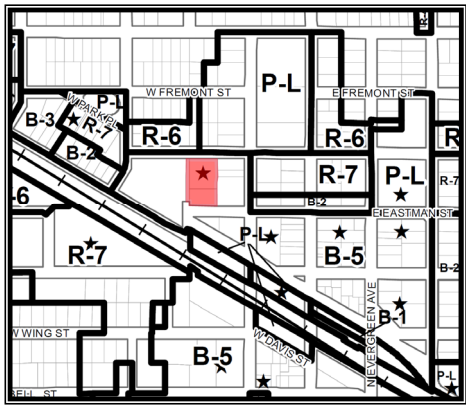
Village of Arlington Heights

Project: 116-120 W Eastman

Housing Commission Staff Report

***To**: Housing Commission*
***Prepared by**: Nora Boyer, Housing Planner*
***Meeting Date**: September 20, 2023*
***Date Prepared**: August 24, 2023*

***Project**: 116 – 120 W Eastman, Arlington Heights, IL*
Inclusionary Housing Ordinance Project
Affordable Housing Plan Review
***Zoning**: B-5 Downtown District*



Background
The Village of Arlington Heights Inclusionary Housing Ordinance calls for the inclusion of affordable units is certain multi-family residential development projects. The number of affordable units to be included in the development are based on a percentage of the total number of units, and these percentages vary depending on the zoning district in which the project is located and whether the project benefits from public financing. The ordinance provides a fee-in-lieu option as an alternative to the production of on-site affordable units in certain areas, but the preference is that permanent affordable dwelling units be constructed on-site. Any cash payments received pursuant to the Ordinance are deposited into the Village's Affordable Housing Trust Fund.

116-120 W Eastman is a proposed mixed-use building in downtown Arlington Heights. Due to its location in the B-5 zoning district, the Inclusionary Housing Ordinance requires that 7.5% of the total number of units in the development be affordable with the option that a minimum of 5% of the units must be provided as on-site actual affordable housing units and up to 2.5% of the units may be provided using the fee-in-lieu option at the amount per unit prescribed in the Inclusionary Housing Guidelines at the time of the issuance of the building permit. The amount prescribed in the Guideline's is currently $28,370 per unit but is subject to annual updates according to changes in the Consumer Price Index for the Chicago-Elgin-Naperville Area.

The Affordable Housing Plan for this project was previously reviewed by the Housing Commission in April 2023. The Housing Commission recommended approval of that Affordable Housing Plan with conditions to the Village Board.

However, since April 2023, the project has undergone some changes and the petitioner has revised the proposed Affordable Housing Plan for the project. Therefore, a revised Affordable Housing Plan is being presented to the Housing Commission.

116-120 Eastman REVISED Affordable Housing Plan Summary

Total Dwelling Units:	136
Market Rate Units:	129
Affordable Unit Obligation (7.5%):	10.2
Inclusionary/Affordable Units (Min. 5%):	7 (5% is 6.8 units rounded to 7 units)
Fee-in-Lieu Units (Max. 2.5%):	3.2 (10.2 units minus 7 on-site units)

The applicant has agreed to the conditions of the Inclusionary Housing Ordinance and associated Guidelines including, but not limited to, the following criteria:

- To provide **7 on-site** affordable housing units which meets the requirement that a minimum of 5% of the total number of units be provided as actual on-site units in perpetuity
- To pay a fee-in-lieu of providing **3.2 units** x the applicable fee at time of permit (2.3% of total units)
- That annual income for tenants shall comply with the Inclusionary Housing Ordinance and Guidelines which is a maximum of 60% of area median income adjusted for household size
- That maximum rents shall be rents that comply with the Inclusionary Housing Ordinance and Guidelines at and are those affordable at 60% of area median income adjusted for unit size and adjusted for a utility allowance
- The Affordable units shall be integrated throughout the building
- The Affordable units shall be constructed simultaneously with the market rate units
- The interior and exterior finishes of the market rate and the affordable units will be the same
- The bedroom mix of the affordable units shall be equivalent to the mix of the market rate units (rounded) at 3 studio units; 3 one-bedroom units; and 1 two-bedroom units. If the bedroom mix and density calculations change distribution may be adjusted accordingly.
- The management shall provide the required annual report concerning the affordable units on a form prescribed by the Village

The applicant has further agreed to offer each tenant a minimum of one parking space per affordable unit at a monthly rate that is reduced by the same proportion that the tenant's affordable monthly rent is discounted from the rent amount for an equivalent market rate unit.

The applicant has provided an Affordable Leasing Plan (ALP) that is consistent with the Inclusionary Housing Ordinance and Inclusionary Housing Guidelines including the implementation of the tenant preferences. The ALP is incorporated into the Affordable Housing Plan.

Recommendation

It is recommended that the Affordable Housing Plan for 116-120 W Eastman be approved as meeting the requirements of the Inclusionary Housing Ordinance under the following conditions:

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

a. Providing, at a minimum, 7 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 3.2 units (a maximum of 2.5% of the total number of units) or a total of 10.2 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(1) of the Village Code.

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

Affordable Housing Plan
116-120 Eastman
Mylo Residential
Compasspoint Development, LLC

Project Description

The Developer, Compasspoint Development, with Residential brand Mylo Residential intends to develop a mixed use building located at Eastman, Highland and St. James. The Project will be comprised of a total of 136 dwelling units, a restaurant, and 184 parking spaces located within a 5 to 6 story building.

Dwelling Units:

Total Dwelling Units:	136
Total Market Rate Units:	129
Total Inclusionary Units:	7 units on site
Additional required Inclusionary Units:	3.2 units

Note: Developer proposes to pay the Fee In Lieu Fee for the additional .3.2 units at the rate required at the time a building permit is applied for.
The current Fee in Lieu of rate is $28,370 per unit for a total of $90.784.

Bedroom counts:

Market Rate Units:	
Studio:	44
One Bedroom	64
Two Bedroom	21
Inclusionary Units	
Studio:	3
One Bedroom:	3
Two Bedroom	1

Unit sizes (average)

Studios	508
One Bedroom	699
Two bedroom	1,043

NOTE: Inclusionary units will be the same average unit sizes as market rate units.

Location of Inclusionary Units: Inclusionary units will generally be located throughout the building. They will not be clustered in any one area of the building.

Rental Rates:

Market Units	
Studios	$1,800/mo
One Bedroom	$2,200/mo
Two Bedroom	$2,700/mo

Inclusionary Units (maximum rental rates based on 2023 guidelines)

Studios	$1,095/mo (as permitted under law)
One Bedrooms	$1,173/mo (as permitted under law)
Two Bedroom	$1,407/mo (as permitted by law)

Overall Provisions:

1. The Developer intends to utilize the Fee in Lieu of option for the required 3.2 units for a total amount of $90.084 and as updated at the time the building permit is submitted.. .

2. The Developer will make available to each tenant in an inclusionary unit one parking spaces at a monthly rent reduced by the same ratio as Inclusionary unit rents are reduced as compared to market rate units.

3. The development shall comply with the Inclusionary Housing Ordinance and guidelines in effect at the time the building is completed and available for leasing and into the future including:

a. Rental rates shall be adjusted to meet the guidelines at the time the building is available for leasing

b. Maximum household incomes will be in compliance with the Guidelines in place at the time the units are being leased.

c.. The Owner of the building will comply with the reporting requirements as set forth in the Ordinance and Guidelines

4. The Inclusionary Units shall be leased at the then current Inclusionary Rental Rates in perpetuity

5. The tenant selection plan shall be as set forth in the attached exhibit.

If required to provide all of the inclusionary units within the building instead of the proposed Fee In Lieu of payment for the three additional required units the project will not be feasible to finance. The financing requirements for similar projects have become much stricter than pre-covid. This is coupled with the increase in costs of construction (both material and labor) and the increase in real estate tax assessments (especially in north-west suburbs). If required to add the additional 3 inclusionary units within the building the project will be unlikely to meet the financing requirements of the proposed lenders. The additional equity that would be required would be $1,200,000, which would possibly delay the ability of the project to go forward. The inclusionary units will cost the same to construct as the market rate units and the buildings extensive amenities (pool, co-working spaces, lounges) will be utilized by all of the residents. The inclusionary units will rent for approximately 50% less per square foot, yet they will cost the same to construct as the market rate units. The assessed value of the building will not take into account the less amount of rent for the Inclusionary Units so the taxes on these 7 units will be the same as the market rate units despite the 50% less rent.

The project will be constructed in one single phase so the Inclusionary Units will be available to be leased and occupied at that same time as all other units in the building. All of the dwelling units in the building (market and inclusionary) shall have the same interior finished.

The Eastman project will offer affordable units in accordance with the Village of Arlington Heights Inclusionary Housing Guidelines. Affordable units will be marketed similarly to the market rate units. They will be marketed on the property website and the ILS websites with which the community is partnered. If there is marketing space on the Village of Arlington Heights community website, the property would also ideally be listed there.

Lincoln uses lead tracking software to track all inquiries into all apartment homes within a community. Any interested person looking for an affordable unit can be placed on the waiting list for those units if there isn't an affordable unit available at the time of their inquiry. All follow-up is documented within the Customer Relationship Management software.

Once an applicant applies for an affordable unit within the community, Lincoln will collect income statements from the applicant. Current Inclusionary Housing Guidelines from The Village of Arlington Heights align with Lincoln Property Company's policy, which is calculated on gross monthly income verified using paycheck stubs, bank statements, or other means of income statements.

When income is collected from the applicant, LPC will follow the IHG policy of collecting the previous three (3) months' income and projecting it forward 12 months to determine the annual income amount to determine the eligibility of meeting the 60% or below area median income for the household size. Applicants must also pass a criminal screening and credit check.

If an applicant has supporting documentation that supports the eligibility of qualifying for a preference which includes veterans, persons with disabilities, Arlington Heights residents who have resided in Arlington Heights for at least the past two years, or people who are employees of Arlington Heights businesses or organizations, this applicant will receive an affordable unit within the community before another qualified, eligible applicant who does not have a preference listed.

If an applicant states that they have one of the qualifying preferences, LPC will collect the supporting documentation during the application process.

Affordable units will be marketed and leased at the Inclusionary Housing Guidelines maximum monthly rents, including a utility allowance.

During the renewal period, 90 days before the lease expires, residents will be asked to re-certify their income. The resident will have 15 days from receipt of the recertification form to submit to the management office. Similarly to the initial application process, the management team will project the annual gross income to determine eligibility. In accordance with the Inclusionary Housing Guidelines, LPC will apply the following guidelines:

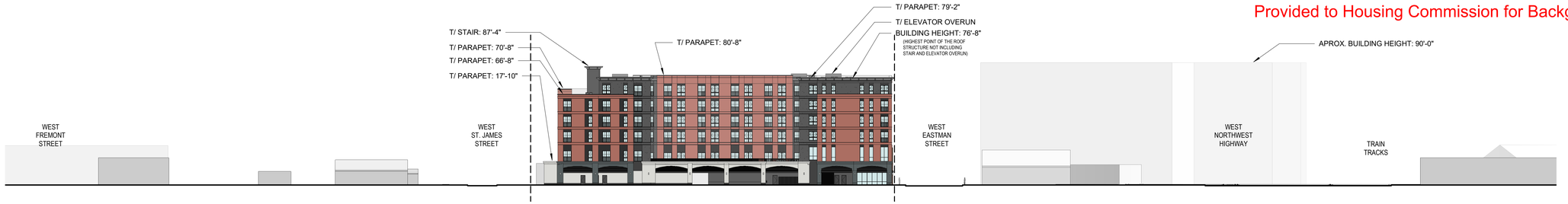
1. When household income remains at or below 60% of the area median income, adjusted for household size, the household maintains income eligibility for the affordable unit.

2. When household income increases above 60% of the area median income but stays below 80% of the area median income for the household size, the household maintains its income- eligibility for the affordable unit.

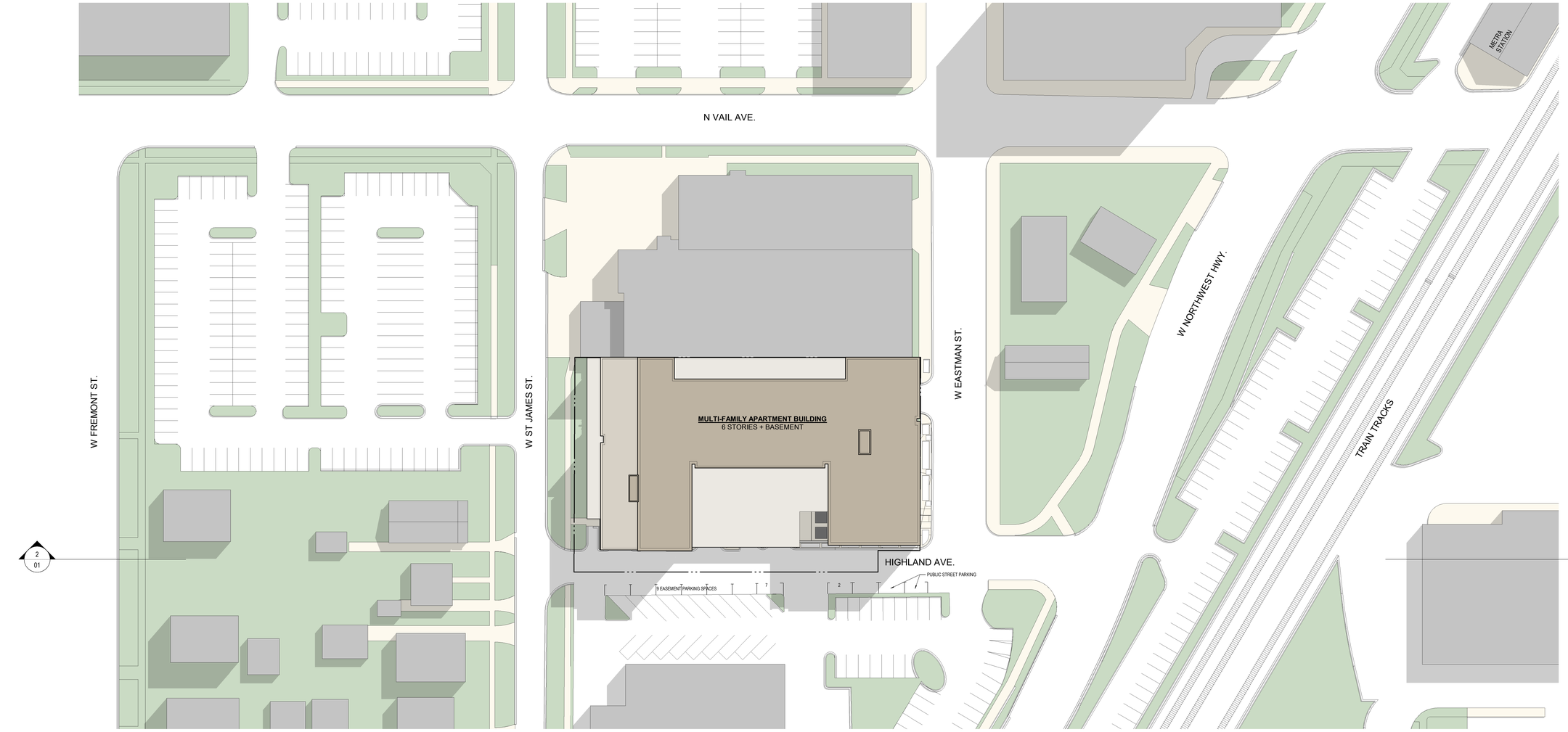
3. When the household income increases to above 80% of the area median income, then the tenant will be notified by the management office that the lease may be renewed for up to 12 additional months at the affordable rent, after which the tenant may remain in the unit but may be required to pay market rent. If the tenant remains and pays market rent, the unit no longer qualifies as an affordable unit, and the owner must identify another unit as affordable. If household income decreases during the one-time 12-month renewal period, the tenant will notify the management office no later than 60 days before the end of the lease term that it wishes to have its income re-evaluated for the purpose of possible lease renewal. If the examination of the household size and income is found to have decreased enough that the household's income is 80% of the area median income or below for the household size, the lease may be renewed beyond the 12-month renewal that was issued the previous year.

However, if the household does not qualify for renewal based on lease violations, income eligibility does not apply.

Provided to Housing Commission for Background/Context



2/01 SITE CROSS SECTION
SCALE: 1" = 40'-0"



1/01 OVERALL SITE PLAN
SCALE: 1" = 40'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N
SCALE: 1" = 40'
0 10' 20' 40' 80'
PROJECT

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

01

Provided to Housing Commission for Background/Context

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
Red Mortar	Solomon Colors, 44X Deep Red
Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

1/10 SOUTH ELEVATION
SCALE: 1" = 10'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

Provided to Housing Commission for Background/Context

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
Red Mortar	Solomon Colors, 44X Deep Red
Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

1/11 WEST ELEVATION
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
AUGUST 22, 2023

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

Members Present: Jonathan Kubow, Chair
Ted Eckhardt
John Fitzgerald
Scott Seyer
Kirsten Kingsley

Members Absent: None

Also Present: Tom Budzik, Thomas Architects for *227 S. Mitchell Ave.*
Bernard Citron, Thompson Coburn for 116-120 W. Eastman St.
Katie Lambert, OKW Architects for 116-120 W. Eastman St.
Thomas Roszak, Moceri & Roszak for *Arlington Heights Gateway*
Mike Moceri, Moceri & Roszak for *Arlington Heights Gateway*
Steve Hautzinger, Planning Staff

REVIEW OF MEETING MINUTES FOR AUGUST 8, 2023

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF AUGUST 8, 2023. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. MULTI-FAMILY RE-REVIEW

DC#22-099 – 116-120 W. Eastman St.

Bernard Citron, representing *Thompson Coburn*, and Katie Lambert, representing *OKW Architects,* were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner team is here tonight seeking approval of the architectural design for this new multi-story apartment building in the Downtown. This project was previously reviewed and approved by the Design Commission on April 11, 2023; however, on May 24, 2023 the project appeared before the Plan Commission, at which time residents that live primarily directly north of the site raised a number of concerns about the design being too modern of appearance in this location, as well as other zoning issues. In response to the feedback that the petitioner received at the Plan Commission hearing, the petitioner has made substantial changes to the plans, including a complete redesign of the exterior. Mr. Hautzinger clarified that the Design Commission is here to look at the architectural design, the appearance of the building, and signage only. Any other matters regarding zoning, building height, parking, etc. will be discussed at the upcoming Plan Commission meeting for this project.

Mr. Hautzinger touched on key points from Staff. Overall, Staff feels the new design direction works well to address the residents' concerns regarding the context of the design fitting in with the Downtown as well as the residential neighborhood to the north; having a primarily brick exterior with more traditional detailing. However, Staff has some concerns for the Design Commission to consider in their review tonight.

Massing: Looking at the south elevation, which is the front of the building facing Northwest Highway, Staff is interested in the petitioner's explanation of the design, primarily with introducing the recess in the wall that divides the facade into a feeling of 2 separate buildings, with the one on the right being very narrow with vertical proportions, and the one on the left being more traditional with a base, body, and top, which is more horizontal. Also, the large arched entry in the left portion of the façade is offset to the right and cramped. The composition is unusual, which the Design Commission should evaluate.

Materials: Brick was discussed at the last meeting and the addition of more brick to the design is a nice enhancement. However, in the courtyard, the walls are red and dark gray stucco to mimic the red brick and dark gray brick. The Design Commission should evaluate the actual samples brought tonight by the petitioner.

Cornice: There is a nice decorative cornice at the top of the building, however, the north elevation is lacking some detail at the top of the brick portion. This is an area where Staff is recommending some additional detailing to enhance the design.

East Elevation: The east elevation was not discussed much in the previous review of this project, but where the building abuts the existing adjacent building, there are no window openings. The north and south ends of the east elevation are large blank walls, and further design development is recommended to add additional interest and break up the large blank walls.

Signage: The wall signs include the building address, and an additional new sign at the entrance has been added. Because these are separate signs, per code this would be interpreted as two wall signs, and only one wall sign is allowed per street frontage.

Mr. Hautzinger requested the Design Commission's evaluation of the revised design and Staff's concerns.

Bernard Citron said they understand this is a design review commission that is not looking at the zoning of the property, but the changes they made to try to work with the Neighborhood Association (HANA) are fairly extensive and did drive a lot of design elements seen here tonight. The entire building was lowered; there is now a full level of parking below the building, which is more of a zoning issue, but it does lower the whole massing of the building, and along with that, other things happened. On the north elevation, the building was set back, which lowered the height of that end of the building. He asked the commission to keep that in mind, even though it is not this commission's purview because that is the context that they are doing this in. He introduced Katie Lambert, the architect.

Katie Lambert gave a presentation. Since they were last here a few months ago, they had an extensive collaboration with the neighborhood group, primarily about changes in massing. She presented an image to show an overlay of where the massing from the north had been several months ago, versus where it sits today. The other thing that has changed is the carve out on the south facade on Eastman, which was eliminated to try to more substantially carve out from the north, which is in response to the neighbors. The other issue they heard from HANA is that a brick building was going to be more contextual within the world of Arlington Heights in general. They took inspiration from a lot of the Downtown district buildings in Arlington Heights, in an attempt to be as responsive and respectful to some of the great architecture that is already here.

In addition to a 10-foot setback at grade, a 30-foot set back at the top floor has been incorporated, in order to have a more substantial stepping profile on the north. The basic premise is a U-shaped building, opening with a courtyard facing Highland Avenue, a pool in the middle, and residential amenity in the middle. The total unit count has been reduced from 151 to 136 as part of these changes, and parking spaces were also lost to fit into a basement level and a partial first-floor garage.

A major change made at the first-floor relates to the ingress and egress from the parking garage. Previously, everyone would enter and exit off of Highland; however, trying to be respectful towards the idea of headlights facing neighbors on Saint James, the concept now being proposed is for ingress on Eastman and egress south only onto Highland. The garage had previously been an open garage, and now that the garage is partially submerged underground, they are proposing an entirely mechanically ventilated garage, which is going to be pretty much concealed from the residents. The basement level parking was shown, which is pretty straightforward, and the units up above. They are still looking at a concept that would have pretty substantial amenities at both the first-floor and at the second-floor. This building is really all about incorporating that social space into the design and highlighting that space, especially from the Eastman side of the building.

The sixth-floor plan shows the set back on the north side, which is more than 50-feet from the property line, until the sixth-floor of the building. The context of Arlington Heights was presented because it had been part of the conversation with the neighborhood, although Ms. Lambert acknowledged that the building is not necessarily just a historic building, but there are some really nice things already happening in the Downtown district that they want to call attention to, such as the full arch elements of the Arlington Heights Police Department building, and the Metropolis Arts Center, which they feel makes sense in the context of this new building. The general idea for the front door being on Eastman was inspired from a lot of these, and their approach to the elevation on Eastman has been that they are interloping forms, things that stretch the entire block. The idea of having a different material at the sixth-floor penthouse helps to break up the facade and introduce a little bit more of a dynamic quality on this block and break down the mass. Another important

thing to understand is that the building plan itself is not a symmetrical plan; what is happening on the east side with the entrance into the garage is very different from what is happening with the restaurants. They want a design that really relates to that, and the location of the arch opening is primarily driven by this location being at the residential entrance and at the core. They feel strongly about the idea to be able to take a brand and use it in a way that was interesting and well detailed.

The Highland Avenue facade was presented, which incorporates some detail along the outside of the garage. Ms. Lambert pointed out the parking spaces that are fronting Highland, with the wall behind it to be a fully enclosed wall that would not show lights into the garage. On the north elevation they want to find a way to have an expression on the north side of the garage that introduces some detail, but also keep it fully enclosed to not see any headlights. The wall at the sixth-floor is set back 30-feet.

Ms. Lambert said they can continue to look at finding ways to introduce additional detail at the north and south ends of the east elevation, maybe a vertical detail there. Fire Department requirements were basically driving the lack of windows, but they could look at that as well to see if there are areas that can be knocked back a few feet. The courtyard elevations were presented, with true stucco being proposed and not EIFS, a stone product similar in tone to the proposed brick, along with a system of reveals. The other stucco color will be the color of the coping.

The section of the building along St. James shows some of the stepping profile where the project is most substantially different from when it was last presented. The view from the southwest was shown where the primary red brick is being proposed, which is relatively desaturated in color and complimentary to the huge range of color and brick in Downtown Arlington Heights. Dark gray is also being proposed, and the lighter brick will be at the garage portion of the building.

Looking at the north elevation, a close-up shows some of the partial arched elements as well as the brick corbel being proposed around the body of this plinth, with a capstone cap on top of that. Mr. Hautzinger asked if it is a solid wall behind that and Ms. Lambert said yes. She said there may be portions of it that might need to be louvered, but the intent is that it be solid where it can be. Details at the entrance were shown, with some of the details surrounding the arched element with a metal inset arch within that. It is intended to be a full-service restaurant, with a combination of a stone base, brick soldier course above, metal louvers, as well as a very small narrow projection of the canopy. Mortar samples were also presented, with the thought being that the vibe of this building seemed to make sense to have a tinted mortar to keep it relatively taught in terms of the color palette that we are using, but they are open to other options.

Commissioner Eckhardt asked where the break point is on the stucco material and the masonry at the corner, and Ms. Lambert pointed out where it wraps around the corner and ends at the brick.

Chair Kubow asked if there was any public comment and there was response from those in the audience.

PUBLIC COMMENT

Vivian Menzies, 212 W. Fremont St. She is a Board member of HANA, which has about 600 homes in the HANA area, with the majority of the homes being historic. Since they last met with the Design Commission, they are pleased to announce that the down zoning of the 7 homes on Saint James, which is the southern border of HANA, was unanimously approved by the Village Board. A lot has happened in the last several months since the Plan Commission rejected this project. The project team came back to HANA with these initial revisions and she felt a lot of the changes are really great, and they are really pleased with much of it. Overall, the HANA reaction was very favorable toward the changes; however, they feel that a lot more can

be done. She understood that height and density are not addressed here tonight, but those really are the areas that they still have an issue with. They are happy with the level of collaboration between the Village, the Design Commission, the Plan Commission, the Board, the neighbors, and the developer; everybody has worked together on this and they hope that level of cooperation continues so the project can be the absolute best fit for her neighborhood. They really appreciate the Design Commission and their insight and guidance to help make that happen. Thank you, and they look forward to more.

Sarah McKinney, 203 W. Fremont St. Many residents still have lingering concerns about this project, herself included, however, she said it is great that the developer and the architect have made so much progress in integrating the building into the surrounding area. They have managed to address some aspects that they previously deemed impossible, which is wonderful. She appreciates seeing them demonstrate the architectural details of other large municipal buildings that have been scattered through the Village as inspiration. She asked about other opportunities for this design to be even more cohesive with its surrounding structures, namely the single-family homes across the street and in the immediate area. This is where this commission can help because she has seen the Design Commission use their thoughtfulness and expertise to scrutinize architectural details for $1,000,000 new builds on Dunton Street that are situated next to historic homes. Witnessing that in one of the previous meetings is what inspired her to create a bunch of visuals of our neighborhood so this commission is able to have that context. She is asking the Design Commission to use their collective expertise here and apply the same level of scrutiny for this project, which is easily 50 to 60 times the cost and size of a new single-family home and resides next to many historic homes. We look forward to further collaboration with the Village, the developer, and the architect, to make this project the best fit it can be in our community. She felt the developer and architect have considered the context of this neighborhood, and she wants to make sure the Design Commission sees her neighborhood too. Elena will come up and show some slides, which is what the residents presented to Plan Commission to show their area that they are so proud of and want this commission to look at the whole picture. Thank you so much.

Elena Cochran, 121 W. Fremont St. She has been asked by the neighborhood to present pictures to walk everyone through what their neighborhood that they are so passionate about and what they have been working so hard for over a year of meeting with Compass Point to protect. These are the HANA boundaries, just north of the tracks and across the street from this new building. The red is where the new building would be and these are the boundaries of their neighborhood. She showed the historical grounds and the museum where there are many events held. There was representation of the existing multi-family housing that is in the triangle right now, which shows there is nothing even close to the drastic design that is being talked about tonight. The existing multi-housing is really beautiful and blends in with the neighborhood, or at least does not tower over and stand out. This is a collection of their slice of Arlington Heights heaven that they are all working so hard to protect, with a lot of this being close to the building and there are some differences between this design and what will be right across the street. A visual was shown of what is directly across the street from this massive development. You can see that these people have put a lot of time and effort and sweat equity into their homes, and they are so thankful to have this Commission to help them work with Compass Point to try to make a beautiful design that will really enhance their neighborhood.

Eileen Devine, 201 W. Euclid Avenue. She has been a member of HANA for 36 years. She gave a little history about what happened with these homes. During the first meeting with the Design Commission, Christine Murray, a resident of Fremont, gave a heartful reminder that this is not just about buildings, but about people in the neighborhood. She has thought about Christine's comments, about the challenges we have as residents, developers, and Board members. When she tells people that she lives in Arlington Heights, a few homes west of the Historical Society, they are impressed with this beautiful area. When she purchased her almost 100-year old home, it was referred to as the witches haunted house. After World War II, it was

turned into a rooming house, then condemned and closed by the Village, later rezoned and configured to a 2-flat. She and her husband purchased the home in 1986 and the zoning changed back to single-family, so together with neighbors and family they slowly restored their home into this beautiful lady. This is a very common thread with the stories of homes on Saint James, Fremont, Park Street, and Euclid. So many of them were abandoned and left to rot or be demolished. This area was built by visionaries to create a neighborhood community and they did it. Generations later, they have kept that vision alive, joining together the past and the present. The present is all of us here tonight as we try to collectively create the very best design for the Eastman project. Hopefully we can reach a respectful balance. I agree with Joe Taylor when he referred to the apartment building that Compass Point is developing in his village of Barrington, and I'm sure he applies that same thought to Arlington Heights. We aim to enhance what is already here. Compass Point has proposed to invest millions in our community and I understand why, because it is a beautiful place in our neighborhood. But please remember, the people that Christine Murray spoke about at the last Design meeting; we are here, we are the first investors. Collectively, we have invested millions of dollars in this neighborhood, in our homes and in our community. Thank you.

Chair Kubow closed the public comment.

The commissioners summarized their comments. Commissioner Fitzgerald appreciated the changes that were made, he always hoped that the building would be brick to help it fit in better. He liked the colors of the brick, he liked the colors of the stucco, and he was okay with the stucco wrapping around the top. He liked the front entrance, it does not feel cramped, and he liked the way the front of the building is off-set. With regards to the 2 signs shown tonight, he was okay with the petitioner asking for a variation, if the signage is similar to what is shown tonight. He agreed that the north side of the building could use some detail at the top, and a little more detail on the east elevation. Overall, he liked the changes and he liked the materials.

Commissioner Eckhardt thanked the residents for coming tonight. He loves and appreciates this neighborhood and the homes, and as a resident, he understands the trauma going on with the residents and this project. He appreciated the petitioner's 100% turnaround on the design of this building, which to him looks like an old loft building in Chicago that has been rehabbed and elegantly detailed with new windows and given a new life. There is a contrast of materials and the brick palette is soft. Although there was discussion at the last review of this project about things that were not the purview of the Design Commission, tonight he was going to focus on the architecture of the building. He said that the only thing that seems a little out of place is the lower-level arcade with the arch tops, which is difficult to visualize and he is unsure about. The south elevation is very nice, elegant and detailed, and the north elevation is a different building. This is still a tall structure, and as a standalone building, he felt it was fine; however, he was still torn about whether or not the building fits in with the neighborhood. He appreciated the efforts to set the building back and he did not dislike that it is 6-stories tall; however, he felt the building could also be 3-stories tall by lowering the side of the building to step it down, which would be the natural thing to do because it is on the edge of the HANA neighborhood and faces a community that is a very important community. He had no further comments at this time and wanted to hear from the other commissioners.

Commissioner Kingsley concurred with Commissioner Eckhardt's comments, which were well stated. She commended all the neighbors for doing what they are doing and for rezoning the street, which is huge for them and for the Village. This project is really the first really large building next to historic homes, so it should be looked at closely, and stepped down zoning should be done here. Although that is not this commission's purview, she is a proponent of that. She was impressed that the petitioner came back with changes, and she felt there were a lot of really great things about the changes. She really liked the front elevation and the division between the east side and the west side, she liked that there is a straight cornice on the red brick

building and a more detailed cornice in the stucco area, and she was not in favor of making it more detailed on the red brick areas, on any elevation. She said the color palette is a bit dark, but will work really well, and she liked the colored mortar that will dress it up. Commissioner Kingsley was concerned about the north elevation, and similar to Commissioner Eckhardt, she wondered if it should step down. She commented that the black stucco portion of the building that is set back from St. James looks a little tall, especially the stair tower. She also agreed with Commissioner Eckhardt's comments about the arches at the arcade area, although she understood the inspiration for them. Overall, she felt the detailing of what is presented tonight is very nice and the materials are very noble.

Commissioner Seyer appreciated all the comments from the neighbors who spoke tonight, which he felt were important. Keeping his comments to the materials and the design presented tonight, he said it was a great improvement and lower in scale. He did not have a lot to add to the comments from the other commissioners, with the exception that he could go either way with the base and the shallow arch. It would be interesting to see it another way, but he also understood why it is there. His biggest issue is that the building feels like a loft building with the vertical brick bands and the red brick with the gray brick underneath, and working left to right, the vertical bands line up with the piers below and are the same width, but in other areas they do not. It would look a lot cleaner if there was some consistency to the verticals lining up with the actual columns. There is something similar on the south elevation where there is consistency on the left side where it comes down in the middle, but there is no rhyme or reason to anything at the garage. He said that this could be playful, but he preferred more consistency to this and wanted to hear how the other commissioners felt. He liked the reveals, the breakdown, the massing, and the materials, but felt it could be a little more cleaned up to make it a better building.

Chair Kubow was very impressed with the participation tonight by the neighbors; their love and thoughtfulness for their neighborhood really shows and the collaboration being shown with the architect and the developer is impressive. This goes to show the type of community Arlington Heights is. He was also very impressed by the architecture team and the development team, because compared to where things were before and where they are now, some large, substantial changes have been made. He reiterated that this commission should only focus on the architecture, but with a project like this it is almost impossible to do so because of the context and the neighborhood, which really defines this project. Chair Kubow said that although he really liked the previous modern architecture of this project, he understood why the petitioner made changes. What is being presented tonight and the thought behind some of the precedence in Arlington Heights is very well thought out; however, he felt that more development on the details could be done. He acknowledged the previous comment that the cornice could probably use something more and he did not want to talk about step backs because it is not the purview of this commission.

Focusing on the architecture, Chair Kubow said that he loved the strong entrance on the south elevation and the detail in the arch is beautiful. He was fine with the signage being shown and suggested reducing the size of the '116' address. In terms of the arches, he could go either way, but he applauded the petitioner for the impressive change in architecture from the previous design. He felt the building would be a great addition to the Village and fits with what we have here, and comments related to zoning, height, massing and density are not the purview of this commission. He commended everyone in the collaboration of this impressive project.

Commissioner Eckhardt agreed with the other commissioners' comments about the very top of the building on the north elevation that needs more detail, similar to the beauty that has been developed on the south elevation. As a standalone building, he felt that a lot was done to make the building fit as its own unit, with the number of units being reduced, and the parking situation being fixed. Although the proposed colors

appear a bit dark, in the bright sunlight they would not. He was in favor of moving this project forward the way it has been designed and presented tonight, with a requirement for more detailing and the petitioner submitting some alternative arcade designs for Staff review. He felt the changes presented tonight were meaningful, although they might not be loved by everyone in the neighborhood.

Commissioner Fitzgerald echoed the comments of Commissioner Eckhardt. Commissioner Seyer agreed as well. Commissioner Kingsley also agreed and said the commissioners did not talk about the east facade, although Staff did comment about it, and she felt there should be a recommendation or requirement that the petitioner address Staff's comments about the east elevation. Ms. Lambert said that the east side of the building is on the property line and would need to be moved 3-feet back in order to add small windows there, which they are not opposed to looking into the possibility of doing. Commissioner Eckhardt pointed out that the adjacent site to the east could produce a tall building in the future, and he had concerns about this new building being right on the property line. Mr. Citron said they previously approached AT&T about the adjacent building to the east and were told fairly emphatically that while AT&T is selling off a lot of their infrastructure, there are no current plans to redevelop that particular site; however, it is unknown about what might happen in five or ten years. Commissioner Eckhardt asked the petitioner about their design intent for the garage elevation on the east side, from the second-floor down. Will it be set back far enough for masons to install similar material even though it is buried behind the building. Ms. Lambert replied that it will be tricky because it will have to be built from the inside, so a product with a finished face will need to be used.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR *116-120 W. EASTMAN STREET*. THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE PLANS AND RENDERINGS RECEIVED 8/2/23, EXTERIOR ELEVATIONS, MATERIAL LIST, AND SAMPLE BOARD RECEIVED 8/17/23, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATION AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT TO STUDY THE CORNICE ON THE NORTH ELEVATION WITH ALTERNATE DETAILING OPTIONS SUBMITTED TO STAFF FOR REVIEW.
2. A REQUIREMENT THAT THE PETITIONER STUDY THE SHALLOW ARCHES ALONG THE FIRST-FLOOR OF THE BUILDING, WITH THE POSSIBILITY OF CHANGING THEM TO STRAIGHT LINTELS INSTEAD OF ARCHES.
3. A RECOMMENDATION TO STUDY THE LAYOUT OF THE VERTICAL BRICK PIERS ON THE BUILDING TO ALIGN THE UPPER STORIES WITH THE GROUND FLOOR BELOW WHEREVER POSSIBLE, TO FURTHER DEVELOP THE AUTHENTICITY OF WHAT APPEARS TO BE AN OLDER WAREHOUSE BUILDING.
4. A REQUIREMENT TO DEVELOP A PLAN FOR THE APPEARANCE OF THE WALLS ON THE EAST SIDE OF THE BUILDING BEHIND THE EXISTING ADJACENT AT&T BUILDING, TO PROVIDE A FINISHED APPEARANCE IN THE EVENT THAT THE AT&T BUILDING WERE TO BE DEMOLISHED IN THE FUTURE, TO BE REVIEWED BY STAFF.
5. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER

COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

Commissioner Seyer wanted the vertical pilaster spacing to be a requirement. He felt it could easily be solved to become a little more cohesive, and Staff could review and determine if there is a reason not to do this.

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

3. A REQUIREMENT TO STUDY THE LAYOUT OF THE VERTICAL BRICK PIERS ON THE BUILDING TO ALIGN THE UPPER STORIES WITH THE GROUND FLOOR BELOW WHEREVER POSSIBLE, TO FURTHER DEVELOP THE AUTHENTICITY OF WHAT APPEARS TO BE AN OLDER WAREHOUSE BUILDING.

Commissioner Kingsley wanted the motion to include the petitioner looking at the exposed areas on the east elevation, which the architect already said that they would. She said she is okay with the requirement to study the cornice on the north elevation, but she did not want to require a cornice if it is just going to be on the north elevation. Commissioner Eckhardt clarified that the requirement is to study the cornice on the north elevation, not to provide something specific. Commissioner Kingsley was okay with that. Commissioner Fitzgerald agreed with Commissioner Kingsley comment to add a requirement that the petitioner look at the exposed areas on the east elevation, and Commissioner Eckhardt asked the architect to clarify these areas on the east elevation.

Looking at the east elevation, Ms. Lambert pointed out the center portion of the wall that is inset, and the two walls that sit on the property line, which is a fire issue and why windows were not added there. Options would be to add some sort of metal panel detailing on the two walls that sit on the property line, or some sort of opaque treatment. Another option would be to potentially take a portion and inset it 3-feet. Commissioner Kingsley felt there should be a recommendation that the petitioner look at this detail and that Staff review it.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER FITZGERALD, TO AMEND THE MOTION TO ADD THE FOLLOWING:

6. A REQUIREMENT FOR ADDITIONAL DETAILING ON THE BLANK PORTIONS OF THE EAST ELEVATION, SUCH AS RECESSED WINDOWS OR BREAKING DOWN THE MASS WITH A MIX OF MATERIALS.

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

The petitioner thanked the commissioners for their time and consideration.

S T A F F D E S I G N C O M M I S S I O N R E P O R T
R E - R E V I E W 2

PROJECT INFORMATION:		**PETITION INFORMATION:**	
Project Name:	116-120 W Eastman Street	**DC Number:**	22-099
Project Address:	116-120 W Eastman Street	**Petitioner Name:**	Bernard Citron
Prepared By:	Steve Hautzinger	**Petitioner Address:**	Thompson Coburn LLP 55 E. Monroe, 37th Floor Chicago, IL 60603
Date Prepared:	August 17, 2023	**Meeting Date:**	August 22, 2023

Requested Action(s):
Approval of the proposed architectural design a new multi-story apartment building in the Downtown.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for the following: Planned Unit Development (PUD) approval to allow a 136-unit multi-family residential building and a Land Use Variation to allow the principal use to be Residential in the B-5 Downtown Zoning District. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"*For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission* ***for building and signage only****."*

Summary and Background:
The petitioner is proposing to demolish two existing old and dated office buildings on the north end of the Downtown, and completely redevelop the site with a new multi-family rental building. This project was previously reviewed and approved by the Design Commission on April 11, 2023. However, on May 24, 2023, this project appeared before the Plan Commission for a public hearing at which time numerous residents raised concerns about the modern appearance of the building as well as other zoning issues. The Plan Commission made a motion for a recommendation of approval of the project, but the motion failed by a vote of 2-4. In response to feedback received at the Plan Commission hearing, the petitioner has made substantial modifications to their plans, including a complete redesign of the exterior appearance. The revised design requires re-review by the Design Commission, Housing Commission, and Plan Commission prior to being forwarded to the Village Board for their consideration. The original plan was a seven-story building with 150 residential units and two levels of parking garage above grade. The petitioner is now proposing a six-story building with 136 residential units with one level of parking garage above grade along with limited commercial space on the ground floor.

Architectural Design:
In response to the resident's concerns about the previous modern design aesthetic and modern siding materials, the building has been completely redesigned with a more traditional appearance using red, dark gray, and light gray brick as the primary exterior materials. Overall, Staff feels that the new design direction works well to address the resident's concerns regarding context of the design fitting in with the Downtown and the residential neighborhood to the north. However, there are numerous questions and concerns regarding the new design that the Design Commission should evaluate.

Massing. The proposed massing of the front elevation looks somewhat out of balance. The jog in the floor plan visually divides the building creating the look of two separate buildings side-by-side. The right portion has narrow and vertical proportions, where the left portion looks more horizontal with a base, body, and top. The large arched entry feature is a nice focal point, but it is off-center and cramped looking on the west portion of the façade. It is recommended that the arched entry feature remain with adjustments.

Materials. The proposed brick exterior is a nice enhancement to the design, and the ground floor has a pedestrian friendly appearance. However, the overall color palette has a somewhat dark and monochromatic appearance. The petitioner is proposing to use tinted mortar to match the red and gray bricks, which is contributing to the monochromatic appearance. The courtyard walls are proposed to be red and dark gray stucco to match the brick. Actual material samples need to be evaluated to confirm that the stucco will look nice next to the brick.

Cornice. The decorative cornice at the top of the building adds richness and interest to the design, but the top of the north wall is lacking detail. Additional detailing is recommended to enhance the design.

East Elevation. The north and south ends of the east elevation are large blank walls. Further design development is recommended to add additional interest and break up the large blank walls.

Mechanical Equipment, Utility Equipment, and Utility Meter Screening:
All mechanical equipment is required to be screened from public view. The plans indicate numerous small condenser units located on the roof along with a few larger rooftop mechanical units. The building design includes parapet walls which is ideal to screen rooftop equipment. Based on the setback of the units combined with the parapet walls, all rooftop equipment should be adequately screened from view.

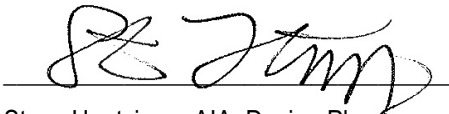
Utility equipment and meters are also required to be screened from public view. The utility meters are thoughtfully located out of sight in a recess along the west wall. Two fire department connections are shown, located on the north and south walls of the building. The north connection is located in a landscape bed, but the south connection is along the public sidewalk. A low-profile connection is specified to avoid protruding into the public way.

Signage:
There are two signs at the main building entry on the south wall, “mylo” and “116 EASTMAN”. Due to the size and illumination of the “116 EASTMAN” address, it is considered to be a wall sign. Only one wall sign is allowed per street frontage. The signs will either need to be revised to comply with code, or a sign variation will be required.

RECOMMENDATION:
It is recommended that the Design Commission **evaluate** the proposed architectural design for 116-120 W. Eastman Street. This recommendation is based on, and subject to compliance with, the plans and renderings received 8/2/23, exterior elevations, material list, and sample board received 8-17-23, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Evaluate the proposed massing of the front elevation which looks somewhat out of balance.
2. Refine the arched entry feature which is off-center and looks cramped.
3. Evaluate the overall color palette which has a somewhat dark and monochromatic appearance.
4. Evaluate actual material samples of the proposed red and dark gray stucco to confirm that it will look good and complement the red and dark gray brick colors.
5. Additional detailing is recommended to enhance the top of the north wall.
6. Further design development of the north and south ends of the east wall is recommended to add additional interest and break up the large blank walls.

7. Only one wall sign is allowed per street frontage. Either revise the proposed signage to comply with code, or a sign variation will be required.
8. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.



August 17, 2023

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

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Michael Lysicatos, Assistant Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 22-099

APPROVED

PLAN
_____
_____
_____

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

COMMISSION

RE: 116-120 WEST EASTMAN STREET DEVELOPMENT - PC #23-002
PLANNED UNIT DEVELOPMENT, LAND USE VARIATION FOR MULTI-FAMILY IN B-5, DENSITY VARIATION, TANDEM PARKING SPACE VARIATION, CONCEPTUAL SPECIAL USE PERMIT TO ALLOW A RESTAURANT

REPORT OF PROCEEDINGS had before the Village of

Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village

Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,

Illinois on the 24th day of May, 2023 at the hour of 7:30 p.m.

MEMBERS PRESENT:

BRUCE GREEN, Acting Chairman
LYNN JENSEN
JOE LORENZINI
TERRY ENNES
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

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

ACTING CHAIRMAN GREEN: Okay, I'm going to call this Plan Commission to order. Our first agenda item is please rise and join me in the Pledge of Allegiance.

(Pledge of Allegiance recited.)

ACTING CHAIRMAN GREEN: Thank you. Here comes Joe.

Roll call.

MR. HUBBARD: I'll go slow so Commissioner Lorenzini can reach his chair.

Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Green.

ACTING CHAIRMAN GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chair Dawson.

(No response.)

MR. HUBBARD: So, without our Chair here this evening, we have to nominate an Acting Char. Bruce does such a great job, I reached out to him. Unless anyone on the panel and Commission objects and wants to volunteer instead, I'll ask someone to make a motion.

COMMISSIONER ENNES: I'll make a motion.

COMMISSIONER SIGALOS: I second.

COMMISSIONER CHERWIN: I'd like to second.

MR. HUBBARD: All right, all in favor?

(Chorus of ayes.)

MR. HUBBARD: Hearing no nays, you're our Acting Chair for the evening.

ACTING CHAIRMAN GREEN: Okay, I could do it, thank you.

Our first agenda item will be approval of minutes. This is the Metropolis PUD Amendment No. 2. Is there a motion?

COMMISSIONER CHERWIN: I move to approve.

ACTING CHAIRMAN GREEN: Is there a second to that?

COMMISSIONER SIGALOS: I'll second.

ACTING CHAIRMAN GREEN: Okay, we have a second. All those in favor, say aye?

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: All those opposed?

COMMISSIONER ENNES: I abstain.

ACTING CHAIRMAN GREEN: Okay, motion carries.

Our first hearing tonight is the Eastman Street Redevelopment. Sam, before we get started with that and I ask everybody to come up that's going to speak here tonight, have all the public notices been given?

MR. HUBBARD: Yes, they have.

ACTING CHAIRMAN GREEN: Okay, whoever is going to present this, could you come up and we'll swear you in?

Raise your right hand.

(Witnesses sworn.)

ACTING CHAIRMAN GREEN: You're sworn in. Whoever is going to make the presentation, stay there, give us your name, spell your last name for the court reporter and tell us about your project.

MR. TAYLOR: Sure. My name is Joe Taylor. I'm the principal of Compasspoint Development. This project is 116-120 Eastman. I'm the current owner of the property as well.

The project is 150 units of multi-family rentals with around 2,500 square feet of ground floor retail that's already slated to be a restaurant. There's various amounts of amenities and parking within the building. As we go through the presentation, I'll have my architect, Katie Lambert from OKW come up here and kind of run through the plans. Since we last saw you, we've made numerous changes to the building plans after various meetings with commissions and the public, and so we've got a much more tailored, refined project to present to you tonight.

So, without further ado, I'd like to introduce Katie Lambert from OKW. She's a principal there. Thank you.

ACTING CHAIRMAN GREEN: Thank you, Joe.

MS. LAMBERT: Thanks, Joe. Hi, once again, Katie Lambert.

ACTING CHAIRMAN GREEN: Spell your last name for the court reporter, please.

MS. LAMBERT: L-a-m-b-e-r-t, and I am a partner and Design Director at OKW Architects. I'm really excited to be here with Joe and our super team tonight. We think that this project could be a really great asset for the community. So, we're looking forward to walking through it.

So, I think probably most of you are very familiar with where this site is, but essentially, we are the corner of Eastman and Highland, just south of St. James Street. So, we've created this slide to show in red exactly where the project sits. It's up in the north edge of the B-5 Downtown District and, you know, we've really focused a lot of our attention on making sure that we are contextual with what's happening around us in a Downtown District and sensitive to the neighbors to the north.

So, looking at the existing site today, you can see the existing buildings that are on site. We have an aerial on that upper left that shows the configuration of the existing buildings along Highland. Highland is kind of an unusual sort of private drive that lives within the property line that you can see on that lower left, lower right image. But basically, you know, I think that these buildings are generally thought to be pretty under-utilized and the site feels a little bit cold and austere. So, I think it was a really big focus for our project team to find a way to create a warmer architect throughout.

In this slide, we just wanted to create kind of a list that identifies some of the items that Joe was just referring to, which are things that we've been changing during the

course of this project as we've been working with the community. So, you know, this list touches on things that have changed based on feedback that we got early on from Sam and the rest of the Staff, changes based on interaction with Commissioners, especially on the Design Commission, and also interaction with residents.

So, we wanted to note, you know, a 20-foot setback of the residential levels on the north has been incorporated. This is not a zoning requirement, but it was really a design request out of sensitivity to the lower scale developments to the north and St. James. We've relocated the parking garage entrance to be farther from the neighbors as well and started to incorporate some enhanced screening to the parking garage so that people aren't necessarily able to see into the garage and really have that visual of the lighting from their properties. We've increased the parking supply to exceed the zoning requirement. We've reduced the unit count and we've increased the affordable unit count on site to be 10.

There again, this is really where the project itself sits. We are looking at a slide where north is to your left, so you can see on the left is St. James, Highland on the plan south, and then you can also see basically where Eastman intersects us. So, you know, the building is essentially a lot line building, zero setbacks on those kind of prime frontages, but that is as of right within the existing B-5 zoning.

Here is a plan that begins to show that configuration a little bit more closely up. You can also see really how the plan itself starts to work out. From a rooftop level, we're looking at essentially a U-shaped building with an amenity deck in the middle, and then you can see that 20-foot offset on the left, on the north side, so that we're lowering the scale of the building relative to the neighbors.

Development summary. So, again, we're looking at 150 units in this building, two levels of enclosed parking, 201 spaces within that enclosed parking deck with five levels of residential units and amenities up above, a total of just over kind of 2,000 square feet commercial space, and then we have a unit matrix off to the right that shows the split between studios, one-bedroom, one-bedroom/dens, and twos. So, we have a pretty substantial amount of each of those unit types, but definitely I'd say particularly a lot of that one-bedroom and one-bedroom plus den.

So, first floor plan, I'll try and kind of walk everybody through it, but essentially you see Eastman on the left side of the screen. There are really two major pedestrian entrances into the building. So, the first one is, I don't know if this laser pointer works, but basically kind of plan north, a little bit farther east on Eastman is really the primary residential entrance into the building from the street. Folks who are walking into that entrance would be able to see through basically to the restaurant itself which is colored there in yellow. So, really the idea of this space is that you have a lot of visibility between the residential lobby lounge and between the restaurant. Similar to what you would experience if you were walking into a high-end hotel, there's a sense of kind of hospitality and it really produces a high design, welcoming environment.

The other primary pedestrian entrance is off of that corner of Highland and Eastman. So, again, that's that door that would lead you into that yellow space and that would be for folks who are visiting the restaurant. So, again, the restaurant would be fully open to the public. It is, you know, truly public commercial space. It will be expected, you know, to have pretty extensive hours that would include lunchtime into dinner and drinks.

Looking at the garage itself, so again, the entrance to the garage is off of Highland. Thank you, that's helpful. Based on conversation with residents and the Design

Commission, we really felt like it made a lot of sense to shift that entrance farther south to this location. It had been a couple bays farther to the north and, therefore, closer to the residents, and I think there was a lot of concern which we thought was legitimate about potentially the noise and the traffic coming from that.

MR. HUBBARD: The laser pointer does work in case you want. Just keep in mind that Commissioners can't see it, but the audience can.

MS. LAMBERT: Oh, good.

MR. HUBBARD: It's the red button on the top.

MS. LAMBERT: Perfect, thank you.

MR. HUBBARD: Not working? All right.

MS. LAMBERT: I can't see it at all.

MR. HUBBARD: Sorry about that.

MS. LAMBERT: No, that's okay. There we go, thank you.

So, I think the other thing that's important to note is that you can see right here that there would be parking spaces that would really be dedicated towards that commercial use that are essentially up against the building. Then our property also has access, easement access to nine of the spaces on the west side of Highland which would be used also as commercial parking for the restaurant. So, the expectation is that the parking inside the deck primarily residential, parking outside the deck primarily commercial.

The parking deck itself is two-and-a-half levels. There's both a first floor, a second floor, as well as a partial basement to that. This plan shows that basement level, so again, you can see the parking that slopes down to this level. Then we are also taking advantage of that excavation to create some amenity space for the residential, and so currently we're showing a combination of a lounge and what could be really more of a co-working space as well as fitness along this basement.

This is looking at the second floor. So, you can see again the second level of the parking deck. These are mirror tandem spaces on the plan south which, let's hope this works. Thank you, that's helpful. Those tandem spaces essentially would overhang what's happening on the ground floor, and we are expecting that they would be primarily used by residents that are renting two-bedroom units and want to have two cars in this garage. This second floor also has units on it and that's what you see on the right side of the page.

Level three, this is really the primary amenity level. So, not only do you start to see really what the full typical floor of units would look like, but also that amenity deck which is plan south. So, there's a really generous pool expected as well as pool deck, as well as an interior clubroom that would basically open out on to that exterior space.

On the left side of the page is that 20-foot setback, and so each of those units that front that area would have small, individual, private terraces, and then there would be a substantial green space along the edge of the building itself to prevent people from really getting to the building edge. It gives us, you know, even further buffer I think from the neighbors to the north.

Then this is really the typical unit plan, levels four through six. So, again, a lot of one-beds, one-bed plus den, but also some studios and two-bedrooms that's been called throughout. Then moving up to level seven, we're expecting to have another amenity space and essentially a small roof terrace. So, those would be for resident use.

So, this is an aerial view essentially looking towards the downtown that shows a rendering of our building in the foreground. It really, you know, we like this view

because we think it really demonstrates how appropriate the height of the building is with the rest of that B-5 District. You can also start to see in this view something that we show a little bit later on in the ground floor perspective which is really the setback, the 20-foot setback of those residential levels on the St. James facade.

So, our team went ahead and produced a handful of sun studies. So, it's hard to, you know, replicate every single possible scenario, but essentially, we picked three different representative times of the year and decided to take a look at what the sun would look like in the morning and afternoon. So, this angle here, December 21st, obviously kind of shows the most dramatic shadow that you would potentially get. So, I think that, you know, you can see on the left in the morning view that there is a little bit of shadow that does end up being cast on the first couple of residences first thing in the morning. Once you get to the afternoon, the shadow is, you know, being cast basically to the northeast and is not impacting the residents.

March 20th, so again, this represents sun kind of, you know, mid-year, it would be similar expectation in September. So, morning and afternoon at March 20th are not particularly impactful to the residential neighbors. June 21st, so this is kind of generally the most favorable condition because the sun tends to be really high. So, again, we're really expecting shadows to be primarily, you know, cast on the immediately surrounding property.

So, here's a rendering from the southwest. So, this is basically standing at Northwest Highway looking northeast at the proposed building. So, I think, you know, a few things that we were really trying to think about as we began to understand and compose this facade, one thing, you know, that was really important to this team was to call out the importance of that dramatic public space at the corner that's going to serve as the restaurant on the ground floor. So, really the glass element that we're showing would feature columns, serves as kind of a beacon for the project itself.

The rest of the project, the multi-family, is designed to be really a series of overlapping forms, overlapping rectangular volumes, if you can imagine that. So, they're designed to basically have different materials that engage with each other in interesting ways. At the ground floor, we primarily have a composition of brick. It's a sand color brick so it's probably a little bit difficult to read that in this particular view.

The upper level is what you're seeing that looks like wood. It would be a wood look panel, it'd be a fiber cement panel. But, you know, we really felt like the warmth was really engaging in this particular site and yet had kind of a, I think there was a modern articulation that we were really interested in incorporating. Throughout that element, you can see I think these dancing vertical fins and we've used that to create a little bit more sense of, you know, playfulness across the facade. The other material that you see in the background is really more of a fiber cement panel, and that would be wrapping two sides of the interior courtyard as well as what you can see on this seventh floor here.

Here's the view from the north. Essentially, that parking garage that you see along St. James would be that sand-colored brick as the primary material. Again, you can see the wood-look cladding up above on that volume. The dark material in the foreground cladding that second floor of the parking garage overhang would be a dark fiber cement.

One of the things that was really important when we were meeting with the Design Commission was incorporating vertical fins into the openings into the garage. So, what you can see is that those openings, we'd originally started with a perforated metal and everybody felt that it was very important to really be blocking the view of the lights that you would see in the garage, and so these fins would be designed to allow for that.

Here we are in the elevations. So, again, we kind of covered the materials. Overall building height to the absolute highest point of the elevator overrun is at 85 feet which is below the allowable threshold for the B-5 District.

Then this is the Highland elevation. So, again, you can see the materials that we talked about. In the middle there where that shadow is cast, that would be where that amenity courtyard is occurring. So, there's actually a pretty substantial plane difference between these planes that you see in this elevation.

Then this is the elevation on St. James.

Landscape plans, we've included these. I think, you know, our landscape team put quite a bit of thought into that right-of-way on the St. James side because we knew that it was really important to warm up that facade through a series of foundation plantings and trees as well. Those trees are maple trees, beautiful red in the fall, provide lots of foliage a lot of the rest of the year. Similarly, a lot of care went into the Eastman side where we've incorporated decorative pavement per the downtown standards as well as some additional ornamental planting.

Then moving up to the third floor, there are a handful of planters that are really incorporated throughout that level as you could see in the renderings, and the landscape team has really gone ahead and already detailed these out. This page is intended to show what some of the variety of plant material would be throughout the site. So, you know, we're really trying to incorporate things that would provide seasonal interest so that you don't have things only blooming in May but that you would have, you know, throughout kind of the season a lot of different things happening.

I'll turn it over to Steve.

MR. CORCORAN: Thank you, Katie.

Good evening, my name is Steve Corcoran, C-o-r-c-o-r-a-n. I'm Director of Traffic Engineering at Eriksson Engineering Associates and prepared the traffic and parking study in your packet today.

We started out, we'll start with the traffic study. It's our typical traffic study. We went out and counted the cars at the intersections in and around the site. We had estimated how much traffic was going to be generated by the proposed use, basically added those two things together to see how traffic changes and patterns and do some analysis and develop some recommendations.

Up here we have two tables. The first table is basically the trip generation. We actually did the traffic study for 154 units, later on it got changed to 150, so we didn't change our analysis but this reflects a slight difference in total trip generation. But we're basically looking at about, a little less than a car a minute in the morning and then a little over a car a minute in the afternoon going to and from the site. Again, apartments are not a high trip traffic generators, and then the restaurant is more of an evening/weekend type of use.

On the site is two office buildings. We compared what our developments can generate versus what those offices used to generate, and basically we're going to regenerate a little less traffic than those two office buildings did in the morning and a little more in the afternoon.

We then looked at the traffic distribution where the cars are going to and from. Obviously there's three major roadways near the site, Northwest Highway to the south and west and southeast, we have Arlington Heights Road to the east, and we have Euclid to the north which then runs east-west. Northwest Highway is going to be the prime route serving this.

People head south either on Highland or they can take advantage of the traffic signal on Vail to get access to Northwest Highway or cross the tracks to downtown. Folks using Arlington Heights Road or Euclid to the east are generally going northeast, whether it's up Vail, across the easement, there's a couple of different routes they can take.

To go west or northwest, we expect most of them are going to go down to Northwest Highway because it's easy just to make the right on Northwest Highway, go to the signal at Euclid, and if they want to go further west on Euclid they can turn there under the protection of a signal or continue on Northwest Highway. We don't expect many but there may be a couple of cars that go west on St. James, it may be what their destination to go west on Euclid. But that's a more difficult movement because you either make an unsignalized left turn on Euclid which is not easy, or there's a signal there and you end up going through two signals instead of one via Northwest Highway. So, we don't expect much traffic there.

We assigned it to the road system. Again, just to and from the west on St. James, we're looking at maybe three or four cars during the rush hour going toward the neighborhood.

We did intersection capacity analysis, and due to the little amount of traffic, I'm not going to go through this table. There's very little change in the level of service or delay at any of the intersections we looked at in and around the intersection.

Oh, I did want to mention one thing. So, the other thing, one of our recommendations is currently Highland is one-way northbound through the site, it's actually being used, from our traffic counts we saw it's actually being used as two-way. It's too narrow for two-way but due to the little amount of traffic on it right now, it's actually being used as two-way. So, obviously one thing we did as part of this is we're widening Highland and making it a two-way road. We're going to put a stop sign at St. James for the people going northbound, and then it will have a southbound lane for the traffic to flow. That's based on, you know, discussions with Staff and the Fire Department. There was some discussion about potentially closing that access, but the Fire Department did not want, it wants that to remain open, so we kept it that way.

We looked at parking. First, as we always do, we looked at the Zoning Code and we meet your Zoning Code. It's simple enough, we need 161 spaces and we're providing the 224. So, that's the easy part.

We did do some additional analyses because of some concerns about parking, and I'm not going to go through them. But we looked at census data, we looked at national requirements, we looked at apartment complexes from the Arlington 425 site. We looked at those a little differently than they looked at them a few years ago, and we also looked at some other apartment buildings in the area.

The one thing we found is, you know, a lot of those developments generated anywhere from like 1.2, 1.3, 1.5 vehicles per unit, but when you convert it to bedrooms, it's one or less vehicles per bedroom. So, our development doesn't have as many bedrooms as many of those other comparable developments, and that's why we feel we're providing more than enough parking. The table on the lower left is kind of a summary of all our different sources. You can see our parking supply for just the residential at 201 has the most spaces per unit and spaces per bedroom than all these other sources. So, we're definitely providing more than enough parking.

We also looked at the on-street parking in and around the area, basically on Eastman, on both sides of Eastman, north and south, between Vail and Highland. There are 17 parallel on-street spots, they're two hours. We went out, I went out there and did

some counts in the evening and on the weekend and basically found one car. It's essentially empty for most of the time out there, and part of that reason is all of the neighbors have their own parking lots. The bank to the west has their own parking lot, AT&T has a small parking lot, the commercial development to the south of the retail store has a parking lot and they're closed I think at 4:00 anyhow, and then obviously the gas station doesn't even face us, but they have their own parking. So, unlike south of the tracks, the on-street parking here is highly under-utilized at this time. Then we also, you know, so those are available if someone wants to come and use the restaurant if they so desire.

Then, oh, I'm sorry, and then I forgot to mention there's two public spaces on Highland, the right-of-way, and Highland goes slightly north of Eastman, so two of the parallel spaces are actually public. Then we have nine north of that. Then of course we're right across the street from Public Lot S, 176 spaces, pretty full during the day for commuter parking and pretty empty in the evening to weekends except for use primarily by library patrons. So, there's always some evening parking available there if the need were ever to come. Thank you.

MR. CITRON: Thank you. My name is Bernard Citron, I'm with the law firm of Thompson Coburn. I'm going to stand up here momentarily and talk about a little of why we believe we meet all the standards under the ordinance that were both for the variations and for the planned unit development.

First, one bit of housekeeping. Marie Mulligan, our civil engineer, is present with us today if there's any questions. I'm not putting her up as a witness. All of her plans have been reviewed and approved by Staff. There are some changes that will ultimately be made at the time we come in for a building permit, but they've decided that we meet all the necessary standards for detention and utilities and made major changes with this project to do that. So, if there is any question, I'm happy to bring her up there.

When we look at this project, and Staff pointed this out in their Staff report which they're going to talk about I believe after I'm done here so I'll try to be real brief on this, is we have a planned unit development. Now, that's a basic requirement if you're going to do either a mixed-use or a residential project in the B-5 District. We have a variation to allow for tandem parking and we're asking for a density bonus for 10 units. So, I'll try to, oh, and we're also asking for, no, I said the tandem.

So, let me start with the planned unit development. When you look at the standards for planned unit developments, one of the things they look at is do you meet the underlying zoning, the B-5 District. That's one of the first things we want to look at, and the answer is yes, except for the need for that density bonus for 10 units. We're below the maximum height that's allowed in the B-5 District, and in fact as an argument to say that we fit in with the community, we didn't ask for an additional height bonus which a lot of buildings in your downtown area have asked for. So, we're underneath the maximum height of this building.

We have designed the building to have the least impact on the neighbors. Now, when you look at impact, you look at externalities. You look at what this building does to a community if anything at all. So, for instance, we have the additional setback along St. James, so that puts our taller portion of the building at the minimum 110 feet from any of the residences across the street. That's the minimum distance. So, we've added that additional 20-foot setback so that we can have as least impact as possible.

An externality would be a shadow, and you saw from the shadow studies that were done by Ms. Lambert that we have a very insignificant effect a couple of times during the year. Most of the year we have no impact on the neighbors across the street. Now, I

will tell you without getting too deep into the woods in terms of, I can't help myself, I'm a lawyer, so I look at case law, I look at all those things. I'm not going to argue case law here but there are some very famous cases which say that you can't really look at shadows and things like that, but nonetheless, the point is by setting this building back that 20 feet, we mitigated that issue.

We took other steps to mitigate any negative effects of this project. What did we do? We put the loading berth, okay, which is where garbage is picked up, which is where move-ins will come, we put it as far away from that Residential District and the houses across the street as it could conceivably and possibly go. It is at the far corner of our site on Eastman. We did that on purpose. We actually had another loading berth that originally was closer to that neighborhood to the west of us, and that was removed. So, we have the one loading berth and it's at the far back end of the building. So, again, we did that to mitigate any negative effects.

Finally, we moved the garage entrance. That was a suggestion by both Staff and the DRC, and we did that because, again, while we don't believe there is much traffic as evidenced, it's not a matter that we believe, there isn't that much traffic as indicated by the study that was done by Mr. Corcoran's firm and approved by the Village's own traffic consultant. We still wanted to keep any of those effects as far away from the residential as possible.

So, what you have here is a project that fits into the community. Number one, we meet the underlying zoning. Number two, it matches the concept plan for the downtown area. Now, we weren't in the study area as was pointed out by Mr. Hubbard in his report, but it's still within the downtown area and we meet what was called for which was a mixed-use development. That's what's called for here and that's what we are, except for that variation we're asking for in terms of how much commercial should be there, and I'll address that in one moment.

We have no negative impacts. Now, I'm sure we're going to hear that there's people who are going to be unhappy with this project, but the fact of the matter is we meet the underlying B-5 except for a couple of factors. So, I'm going to move on into a little more specific issues.

We're asking for a density bonus of 10 units. The site in and of itself would allow for 140 units. Why are we asking for that 10-unit density bonus? So that we can put 10 units of affordable housing on site. That's what your code asked for. That's the intent of the Inclusionary Housing Ordinance is to have the units on site. So, that's why we're asking for that.

Now, could we have put those units on site without the 150 units? No. The economics are such that we need those additional 10 units. Now, if we weren't granted those additional 10 units, would the project have changed significantly. Well, other than the fact that I've just told you that we couldn't build it, we couldn't afford to build it especially as this is a highly amenitized building that all of the tenants, the market rate tenants and the affordable tenants, will all have the benefits of those amenities, the building would still be what the building is. It would still be this height, it wouldn't really change.

So, the variation we've asked for meets the standard. It's the minimum variation that we could ask for, those additional 10 units. The 10 units don't put this building out of character with the neighborhood, again, within the B-5 District because the B-5 District allows for 140 units on this site. So, we're again meeting the standards that are here.

Very briefly, we can talk about the tandem parking spaces. Now, my understanding is this Commission and ultimately the Village Board has approved in at least two

other circumstances these tandem spaces, but we have to ask for the variation, we're asking for the variation. It's kind of like proving a negative. We're adding parking, we're not asking for a variation to give you less parking. We're asking for a variation to give you, or not give you but give the neighborhood and the Village more parking. We can do that because of the way the site lays out, because of the way the setbacks work on the site and we can add those spaces as tandem spaces, and because we have two-bedroom units in the property, it is valuable to have those additional spaces. Because our study shows, and the conditions that have been proposed by Staff is who can rent those spaces, and the fact is studio apartments can't rent two parking spaces, we're keeping those spaces for basically the two-bedroom units or the one-bedroom and den.

So, is that the minimum variation? The answer is yes, because we're adding parking. We could eliminate those spaces and all we'd have is empty space within that building, or on those floors. So, that's why we're asking for that variation to allow for the tandem parking spaces.

Now, that is one thing, I apologize, I didn't answer in addressing the PUD. But as Mr. Corcoran indicated, another externality is traffic, is what is the traffic going to do to the neighborhood? This property is located, and the studies have shown that we're going to have a de minimis additional traffic on St. James, and all the other traffic is going to go elsewhere. Now, whether we hear that that's true, not true, whatever, those studies have been approved including the traffic distribution by the Village's own traffic consultant. So, we're going to have a de minimis effect on traffic in the community, number one.

Number two, we've guaranteed that there is not going to be parking in the neighborhood across the street from us, because we have 201, well, actually we have more than 201 parking spaces, but we have 201 parking spaces for our tenants in the building. We went so far as to increase that significantly at expense to create more parking in the basement level. Plus, we have the parking spaces for the commercial use within Highland, and then there's also other parking, that none of it will affect the community to the north. So, that's another reason why we fit into this community, why we're not having a negative effect on this community because we have added this additional parking. That was the subject of much discussions with your Staff and with their consultants as to how much parking is needed here. Personally, I believe we'll end up having more parking spaces than we need, but nonetheless we can't come back, we can't change it, we're building 201 spaces in this building.

The last, I guess you would call it technically variation is the fact that the code requires, if you are building a residential building in the B-5 District, that I believe it's 50 percent of the ground floor? I'm looking at you, Sam, just to confirm if it's 50 percent or some --

MR. HUBBARD: There's no strict code requirement.

MR. CITRON: Okay, I apologize. But generally, it would be more than the approximately 3,000 feet that we're showing as commercial on the ground floor. So, we're asking for that. Again, it's hard to ask for a variation when there isn't a strict code requirement, but clearly Staff felt that this truly wasn't what you saw in other mixed-use developments in the downtown area.

The reason we're asking to only, there's a couple of reasons we're asking to only supply the 3,000 on the ground floor level, one of which is they have no negative impacts on the neighborhood across the street, because you wouldn't want to put necessarily commercial uses on St. James. You want to keep that as low intensity as possible. So, what do you see on St. James? You see a shielded parking lot at the lower level, and again, this is not a

parking lot like you'd see in the old days downtown where cars are coming and going and coming and going. You'd maybe see cars going in the morning and at night and that's about it. Then you have residential, so you're not having any negative impact by what we're designing there versus if you had commercial along St. James to make up an additional amount of commercial, it wouldn't fit into the neighborhood. It would be opposite to that standard, just entirely opposite.

We also have a situation, and I'm not telling you anything that anybody who walks downtown or in other areas, no, is commercial is being very challenging these days to lease up tenants. It's unfortunate. You're going to, unfortunately, we're all going to see various changes as to how we deal with that. So, we didn't really believe it was commercially feasible nor even that feasible for the community to even require us to put more commercial on that ground floor. You already have commercial spaces that should be leased that are located on major streets, major intersections and things like that. Plus, it would have affected our parking ratio. We would have needed to provide more parking or it would have taken up other parking that's there.

So, again, we believe that we've met the standards because it is part of the community, it is the least variation that we could ask for because we're still putting in this restaurant. On the other hand, the restaurant again, is about as far as it can be located on the site from the residential to the north.

So, in summation, and again, Mr. Hubbard's report when he does give it does support I think everything that I have put forward here now, we meet the standards for the PUD. We meet the standards for the tandem parking spaces. We meet the standards for the "commercial" or the less amount of commercial on the ground floor, and we meet the standards for the number of units in this building.

With that, our team is ready to answer any questions that the Commission may have. Thank you very much.

ACTING CHAIRMAN GREEN: Thank you. Before we move on, I have to ask, you've seen all the conditions that are laid out on this sheet. Do you agree with them?

MR. CITRON: Absolutely. A lot of those conditions initially came from our, for instance, the parking conditions started with the report that we gave to Staff as to how we would operate the parking lot. They took the report and added some, made some changes to that, added some conditions, and we agree with every one of those conditions that are there.

The same thing with the pool deck area. One, we located that buried behind that front portion of the building so there would be the least amount of impact across the street, and there were some conditions having to do with no music, no speakers, after a certain time. Guys, we're renting all the apartments around this. I mean, it sounds obvious, but if there was a lot of noise there, that would cause us a problem. So, it is to our best interest, our better interest to keep that area a little more low key.

That was a long way of getting to what should have been just a one word answer. Yes, we agree to all the conditions.

ACTING CHAIRMAN GREEN: It works, thank you.

MR. CITRON: Thank you.

ACTING CHAIRMAN GREEN: Sam, would you like to give the Staff report please?

MR. HUBBARD: Sure, absolutely. Good evening to the Plan Commission.

As you've heard, the subject property is at 116-120 West Eastman Street. That is within the B-5 Downtown Zoning District. It's classified on our Comprehensive

Plan as suitable for mixed-uses as it develops in the future.

The Petitioner is before you this evening for several issues. One, as you heard, they're requesting a PUD. All development within the B-5 District is required to develop as a PUD, so that is the reason a PUD is required and they have requested the appropriate PUD for a 150-unit multi-family residential development.

Additionally, as you've heard, they are requesting a land use variation for a primarily multi-family Residential District in the B-5. Sorry, a primarily multi-family residential development in the B-5 District, and I'll talk a little bit more about that later on in the report. Also, a conceptual special use permit approval is required for the restaurant proposed on the ground floor, and they are requesting two variations relative to density and to the tandem parking stalls as you've heard, and I'll talk briefly a little bit about both of those later on in this presentation.

The Petitioner has undertaken several actions to get them to the point they are at this evening. First, they had a meeting with the Conceptual Plan Review Committee back in July of last year. Generally, I would categorize the Conceptual Plan Review Committee as favorable. There were some discussion and questions about how the development would integrate on the east lot line being that it was proposed abutting the east lot line directly against the building to the east. There was a recommendation for a neighborhood meeting made by the Conceptual Plan Review Committee.

So, on August 23rd of last year, the Petitioner sent out, or held a neighborhood meeting. They sent out invitations to all neighboring property owners within 250 feet and held a neighborhood meeting to introduce the development to the surrounding property owners. According to the Petitioner, some of the key issues raised that evening were relative to traffic, the garage entrances, and the building height. So, based on that meeting, the Petitioner made some tweaks to their development plan, finalized their application to the Plan Commission and Design Commission, and submitted.

Subsequently, on March 13th of this year, they appeared before the Design Commission. The project was continued at that meeting to allow the Petitioner to address some additional design-related items. Then on April 12th of this year, the Design Commission recommended approval by a vote of four to zero subject to two recommendations for changes to the renderings and one requirement to tilt the direction of the louvers on the garage which you've heard about which the Petitioner has done to reduce the potential for headlight glare on the properties to the north and northwest.

Finally, on April 19th, the Petitioner appeared in front of the Housing Commission. They received a five to zero recommendation of approval. According to the Inclusionary Housing regulations, they are required to provide 7.5 percent of units as on-site affordable units. However, they do have the option of providing no less than five percent of those units as on-site affordable units, and then the remaining 2.5 percent would be accommodated as a fee in lieu of required on-site affordable units that aren't on site. The result of the Housing Commission meeting is that the Petitioner will be doing 10 on-site affordable units and will be providing a fee for the remainder. That 10 affordable units is slightly above that minimum five percent, so they will be doing the balance and difference as a fee in lieu of.

So, here's an aerial of the subject property. You can see it bounded in red. In analyzing the appropriateness of any PUD, we typically looked to several primary areas of consideration. We'll consider not only the proposed development in the context of the overall zoning regulations, Chapter 28 of the Municipal Code, but we also consider it in relation to the specific zoning regulations of the district in which that development is located. In this case, that's

the B-5 District, and we analyze how that development complies with the regulations of that district. We also consider the Comprehensive Plan and we consider any neighborhood or area-specific plans such as, in this instance, the Downtown Master Plan. Then of course we'll also consider the unique characteristics of the development site and the surrounding properties and how those are zoned as well.

So, relative to the surrounding properties on the north side of the development, you have some single-family homes and a small amount of two-family residences within the R-6 District to the north. Then also, you have the parking lot for the library, and then the library in the P-L District which is the Public Lands District. Farther to the north, you have some single-family R-3 Districts and some P-L Public Lands Districts. Immediately abutting the site to the east is the B-5 Downtown District. Farther east of that is some R-7 Multi-Family Residential and B-2 General Business District. To the southeast is a B-5 District that's a multi-family development of about eight stories in height. To the south is B-5, to the west is B-5, and then a little bit farther west of that is R-7 Multi-Family Residential.

So, the site is bounded on three sides by the B-5 Downtown District. It is bounded to the north by single-family homes that are in the R-6 District, multi-family District, as well as a parking lot in the P-L District. Again, this site is on the fringe of the downtown area but we consider this to be part of the downtown, that is in the B-5 Downtown Zoning District, and we expect that the neighboring properties in the B-5 District will redevelop at some point in the future compatible with that B-5 designation and what's shown on the Comprehensive Plan.

So, again, we take into consideration the designations on the Comprehensive Plan. That's the vision for future development of the Village. The site is designated as appropriate for mixed-use. You've heard a bit about the requirement in the B-5 District to have mixed-use developments. A residential development only is not allowed in the B-5 District, but we are comfortable with this predominantly multi-family use with the small bit of commercial on the ground floor.

To the north is moderate density multi-family and government classifications. Farther north, single-family and parks. To the east immediately abutting, mixed-use; farther east, institutional mixed-use; south, mixed-use; west, mixed-use; and then a little bit of high density multi-family farther to the west.

So, we did take this into consideration relative to the Comprehensive Plan designations and we found the project consistent with what's shown on the Comprehensive Plan. Again, this location is a fringe location but is part of downtown, is part of the mixed-use District, is part of the B-5 zoning regulations and district.

We also analyzed the development in the context of the Downtown Master Plan that was put together in 2007. It has a wide range of recommendations for developments within the downtown area. The plan does not specifically include the subject property if you see the graphic on this screen. The study area was bounded by the blue line in that graphic below for the Downtown Master Plan, the subject property is the red bounded site just on the outside of the study area. So, while the subject property was not included within the Downtown Master Plan, it does further several of the goals of that plan such as promoting the diversity and concentration of uses in the downtown core, creating a quality pedestrian environment, and strengthening the downtown's residential base by encouraging additional residential development.

Additionally, while not specifically part of the Downtown Master Plan study area, because these sites on the northwest side are the only sites in the B-5 District that are

outside of the study area of the Downtown Master Plan, the plan did include some recommendations for these fringe areas relative to height and recommended height be allowed between 70 feet and up to 100 feet with density, I'm sorry, with height bonuses. The Village never ended up adopting code changes to require that, so that stands as just a recommendation of this plan. But we do believe that given those recommendations, the proposed development is compatible with the Downtown Master Plan.

There were five key areas that we chose and looked at this proposal under the perspective of. Those related to the proposed use and there was a land use variation required, building height, density, traffic, and the adequacy of the parking supply.

So, relative to the use, you've heard the, and I touched on it briefly, the B-5 District requires mixed-use developments, only allows residential uses when they're on top of ground floor commercial. At only about six percent of the overall ground floor area, the Planning Department did not feel like the ground floor restaurant was substantial enough to qualify this as a mixed-use development. So, it does require a land use variation to allow for predominantly multi-family residential development in the B-5 District.

We are supportive of this land use variation for many of the reasons that you've already heard. It keeps the commercial on the southern end and away from the northern end of the site which is in closer proximity to those single-family homes to the north. The site is somewhat unique in that it's two outdated office buildings. Office occupancy is not in demand at this time. Vacancies are a trend in the office market. So, we do feel like the unique situation on the site with the outdated office buildings is a unique situation, and we don't find that multi-family uses will represent a threat to the public health, safety, or morals or the general welfare of the people working in the vicinity.

So, we are supportive of the land use variation for that predominantly multi-family building and recommending approval. Additionally, it's worth mentioning that a special use permit will be required for the restaurant in the future or a special use permit waiver. So, that will give the Village a little bit of oversight prior to allowing occupancy of any restaurant in that space.

We did believe that the site was sensitively planned. Again, as you've heard, the garage entrance was shifted several times resulting in its present location farther south away from the some of the single-family homes to the north, the location of the loading zone, the location of the pool deck not centered on the north side and slightly shielded by the building, the active uses of the building concentrated on the southern side of the site. So, we do feel like the Petitioner has done a good job of sensitively designing this development to take into consideration the context and surrounding land uses.

Relative to building height, we evaluated the proposed 82-foot tall structure and we are supportive of that building height for several reasons. First, as I explained, you have to take the building height into account given the context of the Zoning District and the regulations within that district. The B-5 District allows 90-foot building heights by base allowance and up to 140 feet with the height bonuses. At 82 feet, this building did not take advantage of any of those. It's a little bit shorter than the maximum allowable height in the B-5 District, and so we believe the height to be acceptable.

We also took it into consideration relative to some of the other multi-story mixed use buildings in the B-5 District. You can see a list here of some of the heights. At 82 feet in comparison with some of these other buildings, this structure is actually on the shorter side I would say of the other mid-rise mixed-use buildings in Downtown Arlington Heights and in

the B-5 District. So, we found that the Petitioner took into consideration the surrounding neighborhood in the design of the height. Furthermore, it's consistent with the goals of the Downtown Plan as I already touched on. Additionally, as you've heard, the building is set back from that north property line so only the first two floors are built right at the north property line, and then the remaining seven-story portion of the building is 20-foot set back from that north property line. So, we were comfortable with the proposed building height and we felt it was acceptable given this location.

When it comes to density, a density variation is required based on the lot size. About 140 units could be built on this site compliant with the B-5 regulations. 150 units have been proposed, that's a 10-unit density increase. The Inclusionary Housing regulations of the Village do allow a density bonus and grant, essentially do grant that density increase at a one-to-one ratio. So, for every on-site affordable unit provided, the developer qualifies for a one-unit market rate density bonus. So, the proposed density variation is compliant with this Inclusionary Housing regulation provision for the density bonus.

In comparison to some of the other developments in downtown, the Planning Department acknowledges that this development would be definitely on the denser side of the developments in the downtown area but within the range of what has been approved and constructed in the past. Arlington 425 was originally approved at 131 dwelling units per acre in comparison to the 150 here. Dunton Tower is at 142 dwelling units per acre. So, again, this is within the range of what's acceptable.

Density doesn't necessarily, isn't necessarily a bad thing. In fact, I think it can be really appropriate in certain areas where there are the required infrastructure and it doesn't create a strain on services. The downtown area is built out to accommodate higher density developments and it is one of the areas in the community that can accommodate and is appropriate for high density developments. So, simply, the simple fact that this does include 150 dwelling units and is a high density development isn't necessarily a bad thing. We believe there are services and infrastructure to accommodate for those externalities, and at the same time it also accomplishes the goal of the on-site affordable housing units. So, we are supportive of the requested density variation.

We'll touch on traffic. You heard about the comparison to the estimated traffic if the site was to be occupied entirely under the office buildings that are currently on the site. So, the traffic generation rates are generally comparable. You've heard about the directional distribution and where traffic is mostly going to be coming and going along east and west Northwest Highway.

Intersection and capacity analysis. None of the intersections studied were at a low level of service. The lowest was a level of service C moving in the future, that's the Northwest Highway and Highland Avenue southbound approach. A level C service is really nothing to, is really not a bad level of service. It does provide decent travel movements for a minor leg approaching a major arterial like Northwest Highway. This is a pretty, you know, good level of service so we're not concerned with the traffic generation for the development.

Last, I want to touch on the parking. We looked at parking kind of three different ways. We first analyzed it relative to what code requires, then we looked at it relative to what the Institute of Traffic Engineers (ITE) projects for what a parking demand would be for this type of development, and then we compared the parking supply to the parking supply of similar developments throughout Arlington Heights in the suburban Chicagoland area to make sure that this was in line with what see demand to be locally.

Relative to code, as you can see by the chart below, there is a significant surplus relative to code requirement, so there wasn't an issue on the code side. Relative to ITE, the traffic consultant projected or used ITE to project the need or demand for about 179 parking spaces for the residential tenants. There will be 201 parking spaces reserved and dedicated within the garage, so that should be sufficient from an ITE perspective to cover the demand of the apartments.

Relative to the restaurant, the ITE predicted demand to be between 21 and 53 parking spaces at peak times. We think the 53 is probably a little bit too high, overly generous. We don't expect there to be a peak demand of 53 parking spaces, but we do acknowledge that there are nine on-street spaces on the west side of Highland that the development can use. There are 14 spaces on the east side of Highland on the subject property that the development will use for commercial parking, and there are about 19 spaces along Eastman and Highland for commercial uses. So, that equates to about 42 spaces to accommodate for peak commercial demand, and we think that that's probably suitable to accommodate expected peak demand.

The last thing we looked at was specifically relative to parking for the residential uses within the building. We asked the Petitioner to analyze data for a bunch of similar multi-family rental developments within the suburban Chicagoland area, specifically in downtown locations, and the Petitioner did. They collected data from several different developments throughout Chicagoland, including Evanston, Des Plaines, Streamwood and other communities. They found that parking for residential uses was provided at about 1.2 parking spaces per unit.

A lot of these comparable examples, Staff felt like, were not in the immediate vicinity, so we asked the developer to further refine that data and hone in on specific developments in Des Plaines and Mount Prospect and Arlington Heights. Based on that, they found that demand to be about 1.3 parking spaces per unit. The Village historically has found demand in the downtown area to be about 1.3 parking spaces per unit, and this is consistent to what the Arlington 425 development was recently approved at in the downtown area. So, this is consistent with what we've been seeing recently and consistent with other projects in the downtown.

We worked with the Petitioner to provide the parking and they were able to get up to a parking ratio of 1.34 parking spaces per residential unit. We feel like this is acceptable to accommodate demand, but we are requiring several conditions because there's those tandem parking stalls. We are asking several conditions to be included to manage the parking just to make sure that they are able to get up to that 1.3 parking spaces per unit while also including the tandem spaces in the development. So, we are supportive of the parking. We do believe that at 1.34 parking spaces per residential unit, this should be accommodating the expected demand.

We are supportive of this project. We are recommending approval of the application. There were 21 conditions outlined within the Staff report. I don't want to go through each and every one of them individually, but I can if the Plan Commission is interested, but we are supportive of the application and recommending approval.

ACTING CHAIRMAN GREEN: Thank you, Sam. That was a most excellent report.

Is there a motion to include the Staff report into the public record?

COMMISSIONER ENNES: I'll make that motion.

COMMISSIONER CHERWIN: I'll second.

ACTING CHAIRMAN GREEN: All those in favor, say aye?

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: All those opposed?

(No response.)

ACTING CHAIRMAN GREEN: It's in there. We're going to start with any initial questions that you, Commissioners, might have before we open it up to the public. I think that's the way we've been handling it.

Is that acceptable tonight? Any initial questions? Joe?

COMMISSIONER LORENZINI: No.

COMMISSIONER CHERWIN: I would ask Sam one question. You've talked a lot and you've gotten a drink of water. You good?

MR. HUBBARD: A few, yes, thanks.

COMMISSIONER CHERWIN: Special use permit, you guys are saying they need to come back for a restaurant. What are you, I mean, you know, if we're here today and we know a restaurant is going in there, you know, the site is king of locked into what it is. We're not talking drive-throughs, we're not talking really anything. Why are we not just saying if this thing gets approved, it gets approved for a special use permit with a restaurant now?

MR. HUBBARD: We potentially could have done it, but we would have needed all the details on the restaurant such as, you know, when it's going to be opened, how many employees, what are the hours of operation, you know.

COMMISSIONER CHERWIN: So, you can't like set parameters? Oh, wait, maybe the Petitioner doesn't even care, maybe they don't want to know. I guess it's not a big deal.

MR. HUBBARD: I mean, I would expect that the restaurant is going to qualify for what's called a special use waiver for a restaurant.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: So, it's probably not going to have to come to the Plan Commission. The only reason I would imagine it coming to the Plan Commission is if we felt there was some characteristic about the restaurant that was so potentially impactful that it needed review by the Plan Commission. Maybe it's a 24-hour restaurant.

COMMISSIONER CHERWIN: Understood. Okay, that's good, thank you. That's all.

ACTING CHAIRMAN GREEN: Is that it?

COMMISSIONER CHERWIN: Yes.

COMMISSIONER SIGALOS: Sam, I have a question. Of the number of conditions, the sheet I have here is General Conditions 1 through 6(a) and (b), then it jumps to Building Related 16 to 21. Would I be missing conditions 7 through 15?

MR. HUBBARD: Good point. I think that was a typo on the motion sheet. I can pull them up, I mean, they're the same ones that were on the Staff report. They're the same ones that --

COMMISSIONER SIGALOS: Right, I just want to make sure that Petitioner is aware of it.

MR. HUBBARD: Yes. Yes, all 21 conditions are the same ones from the Staff report, yes.

COMMISSIONER SIGALOS: Thank you.

ACTING CHAIRMAN GREEN: Anything else?

COMMISSIONER SIGALOS: That's all I have, right.

COMMISSIONER ENNES: I have a couple of questions. One for Ms. Lambert.

Ms. Lambert, what is the setback on each side of the property? I'm a little confused about that --

MS. LAMBERT: So, essentially --

COMMISSIONER ENNES: -- from the building edge to the lot line.

MS. LAMBERT: Close to zero on Eastman, St. James, and variable on Highland essentially. The 20 feet that we were noting on St. James which is maybe what was confusing was applicable to the residential floors above the parking garage. So, those are set back 20 feet, but --

COMMISSIONER ENNES: Okay.

MS. LAMBERT: -- the building at the garage is basically a zero-foot setback.

COMMISSIONER ENNES: That's an intense development. I mean, we have three sides with zero lot line. Why are we doing that? We don't allow that.

MR. HUBBARD: Well, the B-5 actually does allow zero lot line developments, yes. It's the only district.

COMMISSIONER ENNES: I mean, it's an intense development. There's 40 parking spaces for the restaurant?

MS. LAMBERT: 42, correct.

COMMISSIONER ENNES: Okay, is there other commercial, what's the other commercial development in the property? Is it just the restaurant?

MS. LAMBERT: Just the restaurant, correct.

COMMISSIONER ENNES: Just the restaurant, okay. Then all of the other parking spaces for the residents are interior spaces?

MS. LAMBERT: Correct. Aside from the 42, the 201 are all garage spaces. So, behind a closed garage door essentially.

COMMISSIONER ENNES: Okay, there was a comment made about the fact that the traffic from this development will not be anywhere near as intense as what was in the office building. I'm wondering from what point in time with the office building. It's been vacant or terribly vacant for a while.

I mean, how many office suites were in those two buildings? Not very many. It's three-story. How many office suites were in the, there's two office buildings that are there.

MR. CORCORAN: I don't know. I just know the total square footage of the two buildings I believe is like 55,000 and change square feet. That's how ITE does their calculations, it's based on square footage for office buildings.

COMMISSIONER ENNES: So, how many cars were you estimating was there for those spaces? I mean, if the 150 units which are going to have one to two cars per unit, how does that compare with what was in the parking lot? I've got to imagine the traffic is going to be heavier with the proposed development than it would from the office building.

MR. CORCORAN: Well, actually it's not going to be one or two cars per unit. It's, like I said, it's going to be like one car per bedroom. So, we're talking about 1.18 vehicles per unit. So, and then remember, some of those units, some of the people are obviously going to take advantage of the location.

COMMISSIONER ENNES: Sure.

MR. CORCORAN: Leave their car in the parking lot and just literally walk the two blocks to the train station.

COMMISSIONER ENNES: I understand.

Sam, do you know how many parking spaces were on the existing office building property?

MR. HUBBARD: I don't know.

COMMISSIONER ENNES: I mean, I go by there to go to the bank all the time and there aren't very many parking spaces there.

MR. HUBBARD: They may have some interior, I'm not sure.

COMMISSIONER ENNES: No interior, I don't think. Okay, that's all I have for right now. Thank you.

ACTING CHAIRMAN GREEN: Anyone else?

(No response.)

ACTING CHAIRMAN GREEN: Well, I think we're going to open it up to the public would be the procedure here. We're going to start on, let's say this side of the room. We can start in the front. Let's, hold on, hold on, sir. I usually start in the front. Okay, now you're in the front. There you go, why don't you step up?

MR. GAYNOR: That would be a great idea, thank you so much.

ACTING CHAIRMAN GREEN: And give us your name and spell your last name for the court reporter.

PUBLIC COMMENTS FOR PC# 23-002

MR. GAYNOR: Yes, greetings. I'm Tom Gaynor, G-a-y-n-o-r. I live at 208 West Fremont. I'm a 41-year resident of HANA and currently serving as the HANA board president.

MR. HUBBARD: Excuse me, if I could interrupt one second. The HANA Association has a presentation they have prepared. They're willing to go through it person by person a couple of slides, but I just wanted to, is it okay if I bring this up on the screen? I wanted to run it by the Chair and make sure that --

ACTING CHAIRMAN GREEN: Sure. Sure, I think, yes.

Any objection to that?

COMMISSIONER ENNES: No, just tell us what HANA is.

ACTING CHAIRMAN GREEN: What is HANA first?

MR. GAYNOR: So, HANA is the Historic Arlington Neighborhood Association. So, let me see if this works.

So, here is the boundary. So, HANA consists of 625 households and contains most of the historic properties in the Village. I'm currently here today with members of the HANA board and neighbors from the HANA triangle. The HANA triangle is the triangle right north of the proposed project.

So, HANA has enjoyed a long-standing, collaborative relationship with the Village, starting over 40 years ago and continuing with the creation of Festival Park. This self-declared Historic District demonstrates the ongoing collaboration. The Eastman project has the potential to be a welcome improvement over the vacant buildings on the site. A quality development and investment would be beneficial. However, this project could really have a

detrimental impact on the community. It's important to get this right.

So, we're fortunate in Arlington Heights to have a thoughtful approach to development that looks beyond just zoning and codes. Projects need to address essential character, unique circumstances, alignment with the spirit and intent of the Comprehensive Plan, and minimum variance. With these considerations in mind, the development as proposed has significant opportunities for improvement.

The proposed design is maxed out for a financial return, maxed height, maxed number of units, zero lot line setback on three sides, and substandard design elements. Fortunately, the Village is financially solid and can consider a balanced approach. Let's look at some of the key concerns and opportunities.

The proposed building would tower over the homes in the HANA triangle. This project would be the only high-rise in town that is directly south of a residential neighborhood. At noon on Christmas, this 90-foot building would cast a 198-foot shadow.

The zero setback on St. James, it's not 20 feet, it's zero, does not provide the gradual step-down from the CBD to single-family homes and prohibits any landscaping. The zero setback with the AT&T building creates an awkward situation with nearly touching buildings.

The first two stories are an open parking structure. An enclosed underground garage would solve all of the noise and light pollution issues discussed at length at the Design Commission meeting. The exterior design is not aligned with the brick and natural stone construction used throughout the CBD. This design would be fine if built next to IKEA in Schaumburg, but it is not in keeping with the essential character of our community.

The project should do no harm to the adjacent neighborhood. Thoughtful consideration is needed for traffic, parking, safety, noise and neighborhood character. For example, traffic on Highland should only head south to avoid headlights lighting up the bedrooms and living rooms of our 100-year-old homes. We would like to be able to welcome this development to our neighborhood, but as currently proposed, the HANA community does not support this project. The project is just too much.

A building of four to five stories with increased setback and underground garage would be a much better fit for the Village and our neighborhood. We welcome the opportunity to continue to collaborate to make this project as good as it can be. We urge you to not approve the project as proposed. Thank you for your consideration.

ACTING CHAIRMAN GREEN: Thank you.

MR. GAYNOR: I'll leave that. I like the good neighbor part.

ACTING CHAIRMAN GREEN: Okay, moving right along, I guess we're going to just come up as you want.

MR. GAYNOR: We have a plan.

ACTING CHAIRMAN GREEN: It's fine. Fine with me.

MS. COUGHLIN: Hi, thank you. I'm Elena Coughlin, C-o-u-g-h-l-i-n. I have been an Arlington Heights resident for 32 years, which is my entire life. I'm a local Kindergarten teacher.

First of all, I want to start by saying thank you that we have such a thoughtful Village who has taken so much consideration when planning out our beautiful Village, downtown and surrounding areas. My husband and I invested everything we had in a 100-year-old house on Fremont Street and only did so because of the character of the neighborhood. My neighbors and I are here tonight to ensure that this project aligns with the character of our

beautiful neighborhood along with the Comprehensive Plan for Arlington Heights.

The Comprehensive Plan states the development should take into consideration the character of the existing neighborhood, site layout, relationship to adjacent homes, bulk and massing and use of materials. When it comes to the vacant building on the residential street in our neighborhood, how you can develop this space and how you should develop this space are two very different things.

The proposed Eastman project directly affects approximately 40 homes in the neighborhood with an estimated collective investment of $20 million to $25 million. This project indirectly affects the entire Downtown Village of Arlington Heights, especially the north side of the tracks which we can all agree needs some sprucing up. We are not opposed to sensible urban development but it needs to be in keeping with the already beautiful downtown and surrounding neighborhoods that we have.

A picture is worth a thousand words so I'd like to take you on a quick walk through our neighborhood which we are so proud of, along with the historic landmarks that will forever be impacted by this project. The majority of the residents who live in these houses are here to speak to you tonight or have sent their notes in ahead of time.

This is our Memorial Park which is a tribute to the veterans. Here is the Historical Museum and the grounds. Here is the multi-family housing in the triangle which our neighborhood already supports. Then here is just a sample of the historic single-family homes, and you can see they have been around for a long time.

Okay, here is a picture of the Asa home which is directly across from the Eastman project, looking into the parking structure on the first floors. Granted, architectural beauty is in the eyes of beholder, but anyone with common sense can look at this building next to the Asa home and see that the design is a fish out of water. The contrast in height between this building and the single-story home across the street is absolutely startling.

This project needs to be reworked to physically fit in with the precedent that has been established by our beautiful Village of Arlington Heights, specifically this cherished historical neighborhood. There are many aspects of this project that need to be addressed such as the lack of setback, the aboveground parking structure on a residential street, and the overall height and density. Does this project as currently proposed take into consideration the character of our existing neighborhood? We don't think it does.

Let's look at a different approach the same company takes when designing a building in Downtown Barrington where Mr. Taylor currently lives. Compasspoint astutely designed a very aesthetically pleasing building, and Mr. Taylor is quoted in the Daily Herald saying we have a cute and quaint downtown. We aim to enhance what is already currently here. The height, design, density and overall feel of this structure would be a much better fit for our neighborhood and our Village in contrast to the inappropriate building that is currently proposed. We are here to ask our thoughtful Plan Commission to work with Compasspoint on a project for the Eastman land that will also aim to enhance what is already currently here in the neighborhood.

We appreciate your time and listening to the concerns that I mentioned, and the more specific concerns that will follow with the neighbors tonight on the Eastman project. Collectively, we are excited for urban development, but we want to make sure that it fits in with the neighborhood that it will be directly placed in. We are looking to protect our greatest investment. We take great pride in our homes, our neighborhood and our Village. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Sam, I have just a question that might help some of this. This B-5 Zoning across the street, how long has it been zoned that way?

MR. HUBBARD: The subject property?

ACTING CHAIRMAN GREEN: Yes. I mean, the whole downtown area has had a higher density B-5 type zoning, or I know we've put it for a B-5, but what has this property been and for how long has it been zoned that way?

MR. HUBBARD: I don't know the specific history, but I can say for decades.

ACTING CHAIRMAN GREEN: Decades.

MR. HUBBARD: Yes.

ACTING CHAIRMAN GREEN: Okay, and so I would like to ask the lady that was just up here, when you bought your house, were you aware that the property across the street was a higher density downtown zoning?

MS. COUGHLIN: Yes. Didn't think it was quite that.

ACTING CHAIRMAN GREEN: So, you're just hoping that it wouldn't be developed? Is that, well, the zoning that is going on here now has been on the books for decades.

MR. HUBBARD: If we're going to go back and forth, should we call the Petitioner up maybe?

ACTING CHAIRMAN GREEN: Yes, let's call the Petitioner up, or whoever wants to speak for her, come up to the podium, give us your name and spell it, please.

MR. STAAR: My name is Jacob Staar. My last name is S-t-a-a-r. I live at 208 West St. James.

Our residence on our block, the five houses, is right now apparently R-6 and we're going through a rezoning with the Village because our properties that are all single-family are supposed to be multi-family with R-6. We're going through the current rezoning of that right now with the Village.

ACTING CHAIRMAN GREEN: Correct.

MR. STAAR: So, the current property on Eastman is a 35-foot building, one has been abandoned for about eight years and one has limited offices that are used probably at 25 to 35 percent capacity. It's a dental office, was a dental office and a therapy office.

ACTING CHAIRMAN GREEN: Okay.

MR. STAAR: Actually, no, on therapists, they had been working out of their office since COVID, so for the last three years they have not been there. There's about 20 cars at max per day from that building.

So, I have been in that property for about a decade and there has been very limited use of the south building. The north building has had a couple, but the south building has been vacant. So, yes, it was R-6, or it's a multi-family and it's zoned for that, but when we went to purchase a decade ago, there was no high flow of traffic or dense project and it could be on us as a consumer buying houses in Arlington Heights not looking at the zoning of the neighborhood. But when you see a 35-foot building, you assume it's going to stay around that, the development, not almost triple with the new build that they're going with the zero setback.

ACTING CHAIRMAN GREEN: Okay.

MR. STAAR: As an assumption for when you bought the house.

ACTING CHAIRMAN GREEN: As an assumption, but what I'm saying is things change. You've given me the history of a delinquent property that hasn't had people, no

use for years now.

MR. STAAR: And that is --

ACTING CHAIRMAN GREEN: I get it, you just wish it would stay that way, but I'm sorry --

MR. STAAR: I don't wish it would stay that way, I wish it would be developed.

ACTING CHAIRMAN GREEN: And it is.

MR. STAAR: But to a point that fits our community and our housing.

ACTING CHAIRMAN GREEN: Okay, that's your opinion and everybody has an opinion on this property.

MR. STAAR: So, we're going way out of turn, but I have something I'd like to read.

MR. HUBBARD: If I may, let's get through all public comment before we --

ACTING CHAIRMAN GREEN: Okay.

MR. STAAR: Could I go through what I had prepared since I'm up here?

ACTING CHAIRMAN GREEN: Sure.

MR. STAAR: So, I would like to talk about traffic, okay. My name is Jacob Staar, I live at 208 West St. James with my wife and my two kids. I have a four-year-old and a three-year-old. As you know, these lots are a little bit smaller than your normal lots. My lot is 50 by 132, okay.

My kids like to use our driveway, our front yard. I have a great front porch, about a 36 by 10 front porch. We sit on it, we enjoy it. You'll find me and my wife out there a majority of the nights after a long day at work, having a drink, relaxing, enjoying our neighborhood and saying hi to our neighbors.

My kids like to play in our front yard with our neighbors next door which also has three young boys. They play soccer in the front yard because our backyards aren't big enough. The lots are small so we utilize what we have, okay. So, across on St. James, there are five children under the age of 10. So, that's how we utilize our lots.

So, I've been there for a decade. I've put a ton of money into my house, more than my purchase price, on remodels and upgrades to try to keep up with Arlington Heights because I like it there. In 2018, I decided to add a second floor, a second story dormer on my 100-year-old house. This Village Board made me fireproof my dormer because my setback was only 3.5 feet from our property line on a 100-year-old house instead of the five feet with the condition that my neighbor's house who has a duplex with about 100 feet of yard between my house and their house because their property line, somebody could buy their house, knock it down, build a house and that house could catch fire, I had to fireproof my house for that instance. So, the Village itself set that standard, and that increased my project total about 10 percent.

So, with that increase there, what we're asking in the neighborhood is how are you guys going to guarantee that our children are safe or that all of the flow of traffic doesn't exist on St. James? Because I know how he liked to say it, oh, they'll probably go to Northwest Highway, they'll probably use the train. That's not a guarantee, that's not proven, that's not there. The traffic study that was done was done January of 2022, the peak of Covid.

So, in January there's no Farmer's Market, there's no Al Fresca. The lot was probably at a 10 percent use. There's 172 spots at the end of the block and his 201 spots are used and they're daily used, and then the 42 spots from the restaurant are daily used, and

they all decide Northwest Highway is too hard, it's easier to cut on St. James to go to Vail, to go to Chestnut. What does the Village do to guarantee that the neighborhood is not going to flowed with traffic? What can they do? What will they do? Because I had to increase my project cost for a hypothetical house being bought, built and burnt down. So, that's where we stand.

ACTING CHAIRMAN GREEN: Okay, so just to answer your question, these are Village codes for the life, safety and welfare of all the citizens. So, you're arguing a Village Building Code requirement and so we're just trying to keep this within the realm of what we're talking about tonight here.

MR. STAAR: I understand.

ACTING CHAIRMAN GREEN: So, I hear your concerns, and we'll go through all the comments and then we'll address them all, I'm sure.

MR. STAAR: On your aspect, you asked me when we bought the house did we know it was zoned for this area and the hopes that we didn't have it redeveloped. Okay, so when my house was built 100 years ago, what was the Village code? Was there a five-foot setback? Did I have to increase my cost on my project because of a Village code a hundred years ago? So, you're asking me --

ACTING CHAIRMAN GREEN: Okay, we're going to have to move on with this because we're talking Village Building Codes here and tonight we're addressing zoning.

MR. STAAR: Okay, zoning. So, for density and all that, I had to change my project because of how my property was built and zoned 100 years ago. You asked earlier, the R-6, or the B-5 is it?

ACTING CHAIRMAN GREEN: B-5.

MR. STAAR: Zoning, so it could be redeveloped decades ago. The building I think was built in 1966. So, was the 1966 B-5 the same height that it is currently today or have you guys changed it since 1966?

ACTING CHAIRMAN GREEN: Well, I haven't changed anything. Sam? A B-5 requirement is still a B-5 requirement.

MR. STAAR: Is it the same that it was in 1966?

ACTING CHAIRMAN GREEN: I'll get you the answer.

MR. HUBBARD: I don't know what the height limitation of the B-5 District was in 1966.

MR. STAAR: Well, that is, because like if we're going to go say you guys should have realized it was zoned, then you need to realize what it was zoned in 1966.

ACTING CHAIRMAN GREEN: Okay, let's get done with the comments because we'll never get through this tonight and we do have a timeframe that we usually put on comments so this doesn't drag on for days. So, if there's anything else? Thank you.

MR. STAAR: Well, I would like my question to be answered.

ACTING CHAIRMAN GREEN: We'll get to them. We're going to take in all the comments, and then we'll get back to your questions specifically.

COMMISSIONER ENNES: Commissioner Green, you asked me the question before. 40 years ago when I started my business, I went into the existing office buildings on that property and they were in horrible shape 40 years ago. So, that property has been rundown for a long time, and if you said it was built in1966, that's pretty reasonable.

ACTING CHAIRMAN GREEN: I would agree, thank you.

MR. LINDGREN: Hello there. My name is Jay Lindgren, L-i-n-d-g-r-e-n. I'm a 10-year resident of HANA. My wife and I have three boys, the boys that Jacob Staar just

mentioned. We live next door to Jake and here's the view of my residence as opposed to where the new build would be on the north side.

Among the many issues my fellow neighbors have brought up, I'd like to focus again on traffic concerns. I originally had this estimated at about 150 cars, but new evidence is showing that it's going to be about 200-250 cars joining the block, a block that is already dealing with constantly packed commuter lot, not something that was done in January of 2022, a constantly growing and ever-flowing parking lot which today was overflowing, including the library because of traffic and redoing the upper parking lots just off the track today. So, again, I don't want to focus on stats too much but there's hypotheticals, there's traffic studies, and there's reality, right? We live there, we see the most intense times and I just wanted to bring that to the Committee today.

It's frightening for the safety of my nine, seven and two-year-old, Jakes four and two-year-old, and the other kids who live along St. James, Chestnut, Fremont and all around HANA. These are the same kids that walk to the bus, taking St. James, taking Chestnut, taking Fremont. So, I just want to put this in front of the Committee that I have major concerns, maybe not in your normal non-commute hours but, you know, when there's an event at North Park, when there's an event at the library, when they're doing the Farmer's Market. If you add 240 more parking spots, 400 more residents, you're going to have high traffic. You're going to have safety concerns. So, I want to put that in front of the Committee today to think about.

In addition to these safety concerns, the impact to the neighborhood character comes into play as well. With many more cars, it means a massive uptick in car headlights coming into our neighborhood, especially if they're going to exit on St. James. This is my neighbor's point of view from their front yard, almost the front window. As you can see, if somebody is coming up Highland, they're going to see everybody driving that street every single day, in the winter, having dinner at their table, or us as neighbors sitting on our front porch or eating in our backyards. So, there are concerns to think about, for all of us on St. James of course.

There are many ways to alleviate the concerns I think that HANA has and the homeowners that are here tonight. I would like the Committee to consider limiting these traffic impacts to our neighborhood with an open mind. I want to make clear I am not against the advancement or the development. But as my colleagues and my neighbors have said, it would be best if it was in, you know, the spirit of what's good for the neighborhood, not just what makes the most profit and brings the most money to our town. I think our town had a surplus just last year. So, I'd like you guys to consider what that means in terms of blending in to the neighborhood, especially a historic neighborhood that's been around for many, many, many years.

ACTING CHAIRMAN GREEN: Thank you.

MR. GAVIGAN: Hi there. My name is Ryan Gavigan, G-a-v-i-g-a-n. I'm also a HANA member. My wife and I have a five and two-year-old that live on 407 North Chestnut. It's just around the corner. It's a 104-year-old single-family home.

My family is close with all of our neighbors. My two and five-year-old regularly run and down the streets of St. James and Chestnut, playing with other neighbors, and that's something that we feel we can do safely today.

The traffic study that was performed in January of 2022 was performed during the Omicron outbreak and which caused traffic to be at an all-time low and is not an adequate representation of traffic today or five years from now. For comparison, Metra

ridership on the Union Pacific Northwest Line was at 15 percent of pre-pandemic ridership in January of 2022. Just from January 2022 to 2023, Metra ridership has tripled on this line, meaning that parking in the St. James and Vail parking lot has also most likely tripled in that timeframe and will continue to rise as more and more offices return to the office setting.

The study was also performed in January which does not include traffic from great events like the Farmer's Market and Arlington Al Fresca. Only a five percent adjustment to this data is not an adequate representation of traffic today or for the future of this area. No justification was provided for the traffic report on why a five-percent adjustment was appropriate for adjusting from pandemic conditions. Furthermore, the increase in traffic and the 224 cars from the parking garage and their guests provides a significant safety risk for the families in the area. St. James and Chestnut are used today as cut-throughs for people avoiding stoplights, and speeds regularly exceed posted speed limits.

Due to the abnormally high density of this project, closing or limiting the access from Highland to St. James seems to be a very low cost solution that would significantly reduce the risk and I hope it's a solution that the Commission will strongly consider. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MS. DEVINE: My name is Eileen Devine, that's spelled D-e-v-i-n-e. I live at 201 West Euclid, so I could do a traffic study as you all know. I've been a resident of HANA for 37 years. My children were raised and nurtured by my neighbors on Fremont. Our backyards join together, and so also the threads of our community and our neighborhood.

Compasspoint proposes a seven-story residential and commercial building that will loom over our neighborhood of single-family homes, townhouses, two flats, and three-story apartment buildings. We have apartment buildings. 150 units, whoops, I've got to get to my slide, I have it marked right here and I don't want to disappoint you. All right, okay.

150 units, approximately 200 people, 150 cars, and 50 dogs. Compasspoint and HANA residents are here for the same purpose, to protect our investments. Our brick, clapboard, stone homes have been restored with lots of love, sweat and tears. Our area was built by visionaries, and it's our duty to enhance what's already currently here.

The Village of Arlington Heights recognizes our essential unique character and continually respects the footprint of our area by limiting the heights of buildings close to our neighborhood. Examples of these are Park Place and Euclid Place, three-story brick apartment buildings, and our businesses, Village Bank, Baird & Warner, and AT&T.

Seven stories, 150 units, approximately 200 people, 150 cars, 50 dogs, one pool and a restaurant. Will this add to the charm of St. James, one of the oldest streets in Arlington Heights? Can additional autos and pedestrians navigate safely around Memorial Park, the library, the Historical Society, and the Farmer's Market? How will all of us skillfully and patiently deal with the Vail Street Metra Train, one of the busiest stops in the area?

We will not be able to undo this project. Now, we need to be the visionaries for our historical neighborhood. We have to be the visionaries, all of us in this room.

Compasspoint is currently building an apartment building in Barrington, and I quote them, "We have a very cute and quaint downtown. We aim to enhance what is already currently there." Just like us. Please have the same thoughts and regard designing and building a structure in our neighborhood, across the street from our quaint and historic homes.

I think we need a much smaller building in terms of height, density

and population, a plan that gives a respectful nod to the past and embraces the future. We are now at the helm, all of us in this room are the visionaries for the future of Arlington Heights and our beautiful neighborhood.

I'm going to end with this quote: "Many of the green places and open spaces that need protecting today are in our own neighborhoods." Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MR. MARKS: Thanks for being here and listening to us, everybody. My name is Chris Marks. I'm a resident at 204 West Fremont Street along with my wife and two kids --

ACTING CHAIRMAN GREEN: Could you spell your last name please?

MR. MARKS: M-a-r-k-s, sorry. For 11 years, and an active member of HANA.

Compasspoint's Eastman project, although it may fit our zoning guidelines and rules as proposed, is not rational, it's not realistic and it's not reasonable. At the proposed location, this project violates the Village's own development philosophy. It's in an area that sits only feet, we've used that unit of measurement many times, it sits only feet away from single-family residential homes. It will dwarf the businesses and homes around it. It will unreasonably increase the population of this neighborhood. Any new development should adhere to the Village's Comprehensive Plan for development in terms of character, scale and function, and we believe that this development does not do that.

Our neighborhood consists of four blocks of single-family homes, the Arlington Heights Historical Society, and one three-story apartment building adjacent to Memorial Park. Most of the 50 homes with a total of 134 residents are well over a hundred years old, the homes are over a 100 years old. My wife told me that was confusing.

These are some of the oldest homes in Arlington Heights, and many of us have worked to restore them to maintain the historic nature of the neighborhood. We are part of HANA which is consistently referenced by realtors, but because we're bordered by Euclid, Walnut, Vail and Northwest Highway, we're somewhat separate from other HANA homes and more connected to the businesses along the Northwest Highway area. The businesses that currently exist in this area are all in the one to three-story range.

Compasspoint's potential 150 units and a conservative estimate of 250 possible residents would much more than double the population of this historic neighborhood. This is a drastic change that would affect the desirability of the area and its property values. The development seems geared towards younger, more transient renters, with its swimming pool, dog-walking amenities, and the small size and high rents of the units.

The renters and their guests in these apartments will undoubtedly park their cars on our streets. Mr. Citron guarantees they wont, but I can guarantee they will and we would be both correct because you can't make that guarantee. They will do this without a long-term connection or commitment to the area. If this development is to be residential, townhomes or condos would be much more appropriate.

Another problem is the height and design of the project. Admittedly, I'm not an expert, but I believe according to the Village's own Comprehensive Development Plan, there's to be a step-down philosophy in these situations, a philosophy that would not place a seven-story building only feet away from historic single-family homes. This proposal is anything but a step-down. The design of this project does not blend in a historic neighborhood, and as has been noted before, Compasspoint's own project in Barrington is three stories in brick is a better

example of something that would blend in.

Sam, you mentioned some buildings in Arlington Heights that are tall, well over seven stories. I want to point out that none of those buildings that you brought up were next to residential homes.

The Village of Arlington Heights and this Committee is in a position where it can have a very high standard for any new developments and especially one that is directly adjacent, again, measured in feet, to single-family homes. We would hope that the Plan Commission will keep the interests of the homeowners and the spirit of the Village's Comprehensive Plan above the financial interests of the developer.

We do thank you for your service to the Village and we're asking you to honor the plan and stand up for the Village. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Sam, if I could just maybe help a little bit as we're going along here. The Comprehensive Plan has the B-5 District where it is there, and across the street was the step-down which was the R-6 Multi-Family zoning. Is that correct? What they're trying to change is the multi-family zoning of their block, the first block there; is that correct?

MR. HUBBARD: Correct. We do have an active application to change that R-6 on the north side to R-3.

ACTING CHAIRMAN GREEN: Okay, so in theory, the step-down was actually the R-6 Zoning District that you want to change; is that correct?

MR. HUBBARD: Right. From a theoretical standpoint, the R-6 to the north of the B-5 here was kind of that transitional zone between the higher density multi-family or B-5 uses to the south.

ACTING CHAIRMAN GREEN: R-3 farther north.

MR. HUBBARD: And the R-3 farther north, yes.

ACTING CHAIRMAN GREEN: Thank you. If that would just help, possibly. But that's the zoning of your district, that's all. I'm just throwing it out there.

Ma'am, would you like to come up please?

MS. PANOS: Sure. Hi, good evening. My name is Deb Panos, P-a-n-o-s, and I live at 210 West Fremont Street. I've been a member of HANA for almost 20 years now. I will be brief, I don't want to be redundant, but I do want to state that I wholeheartedly agree with all the previous statements made by my neighbors, especially Eileen Devine and Mr. Christopher Marks.

Just to underscore a few points and maybe put a few touches on what they've said, we fully understand and recognize that the builder is planning to make an investment in this community. It's clear, we understand that. Most of us agree, we want to invest in our community. But we are lifelong residents here and we want the Village to consider that we've made a long-term commitment to our investment and to this community. We're not transient, we're not renting for six months ,12 months or 24 months.

I know that the Village of Arlington Heights recognizes our essential and unique character of this historical neighborhood, because whenever we have to make an improvement on the exterior of our homes, we, too, have to come before the Design Commission. I stood here 18 years ago and I was proud to show my plans to this Village. I welcomed that. I was proud to fit the aesthetic into the historical neighborhood. We're just asking that the Commission give the same to what's being proposed here for the design of this build. It just doesn't seem unreasonable, or it doesn't seem reasonable rather that a building being placed in

our historic neighborhood and one that's so significant in terms of taking up space would not need to be held to the same aesthetic standards.

Finally, I just want to say that I remember when this very building that we're sitting in tonight, when this Village Hall was built, we were all so impressed with what the Village did. It was a classic, it was a modern yet classic design. It begs the question why didn't the Village choose to build a design that was super modern with lots of hardy board and lots of glass? I think we all know the answer why we didn't choose an ultra modern Village Hall design. We wanted something traditional and classic and something fitting with the Arlington Heights Village brand. Bravo, success, we love it, and we strongly want the same treatment for our historical neighborhood. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MR. PANOS: Hello, I'm Bob Panos. I live at 210 West Fremont. Last name P-a-n-o-s. That was my wife. Great job, honey.

So, I'm speaking today on behalf of our family as well as another family on our block who couldn't make it here this evening. We truly love our neighborhood as our neighbors are fantastic. One of the reasons we love them so much is because of mutual respect which translates to getting along so well.

Two of my major concerns with this new development are parking and density, which have been talked about already, with around 150 units that are proposed and 200 spots in approximately one acre of land. You've heard, you know, the requested variance for those extra 10 spots. We fear that the cars will spill over into our neighborhood. And yes, there's a paid lot across the street from the building, but as we all know, people will avoid pain and they'll park on the street.

An example of that is, you know, we share our neighborhood with the Arlington Heights Historical Society and we already have evidence that people will park on our street, on Fremont Street, as opposed to the parking lot which you have to pay for across the street, okay, especially, you know, during all kinds of events. They'll walk, you know, they'll walk twice as far to not have to park and pay.

So, street parking in our neighborhood is at a premium. Many of us have more than two drivers in the family and we tend to jockey cars around all week long. We have modestly sized homes with skinny driveways that don't easily allow for parking cars side by side. The most convenient place is street parking. If the streets are filled with overflow from the new building, that leaves us no room to park in front of our homes or parking far away from our homes.

So, you know, one of the questions that I would like to ask is, you know, why is it so dense? And why is the ratio of spots to units so low, right? Just too many units in that area, in that one-acre lot. That's why they're asking for that variance of the 10 units.

Another question I'd like to ask is why is such a large density architectural development being planned so close to our neighborhood? The density is extremely out of character with our neighborhood, and much more dense than our nearby multi-family properties, and much more dense than some of the developers' other buildings in similar footprints. We feel that by reducing the density of the building, it would help to alleviate some of these concerns. The fewer people crammed into one acre of land will translate to more spots for residents and retail and less overflow parking to our streets.

In addition, you know, you're going to have people working at that restaurant. Where are they going to park? There is no parking for them inside; they have to park

outside. We don't even know how many employees will be there. Is it 10, is it 30? We don't know, okay.

So, we absolutely welcome a development that has the same mutual respect for the neighborhood that our current residents do. A welcome sign of respect is that our concerns will hopefully be listened to and addressed.

One thing I want to add real quick is Sam mentioned that this is higher density than a lot of the buildings in that zone. This is outside kind of that downtown zone. It's one of the highest density buildings and it's right next to our single-family home neighborhood. So, I just want you to consider, you know, the ratio and where it's located, and it's outside that box, right in that buffer zone. So, thank you.

ACTING CHAIRMAN GREEN: Thank you.

Next?

MR. KAMMERER: Good evening. My name is Jonathan Kammerer. I live at 215 West Fremont Street. I have lived there for 10 years.

ACTING CHAIRMAN GREEN: Can you spell your last name please?

MR. KAMMERER: Oh, I'm sorry. K-a-m-m-e-r-e-r. I'm here today to echo my neighbors and wanted to be on the record that we fully support and agree with all the points that they've presented today.

As you're well aware at this point, we're a very tight-knit community and we have all chosen this neighborhood largely due to its proximity to downtown and the train and that we're not opposed to development and are bordered closely by businesses and multi-family developments, but they are all size and character that fits the neighborhood.

We were just at the Village Hall a few weeks ago for a variance on our house and we were required to keep our design and the characteristics and aesthetics of the neighborhood which we have gladly done in an effort to preserve the unique historic area of Arlington Heights. That something of the size and design will forever change what we have all worked so hard to build and preserve. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Next?

MS. LEWIS: Hi, my name is Michelle Lewis, L-e-w-i-s. I live at 406 West Fremont Street.

First, all the concerns you're hearing today, they've been brought up at the neighborhood meeting last year. There has been ample time to address all these. You know, I think that if we felt they were being addressed, we wouldn't be here armed with PowerPoint today.

Second, I concur with the traffic issues that have been brought up previously. If this Commission has any concerns about traffic or parking, please address them now instead of doing a wait and see approach. I live on the west end of Fremont Street next to and across from an apartment complex and a commercial property which have challenges due to poor planning from the past. We get cars parked across our driveway apron so we can't leave. We get cars driving over our lawn to make their own path into the parking lot. We get cars parked under the No Parking signs, cars parked on sidewalks, and the Village does nothing about it. So, once this is built, it's too late.

Also, involving the traffic, it's been brought up before, the traffic study was done in January 2022. The study itself acknowledges that the counts were affected by Covid. They increased the counts by five percent. I'm going to bet it's a lot more than five

percent if you compare it to, say today, May 2023.

Third, what strikes me the most about this development is its lack of any attempt to conform with the Village standards, be compatible with existing uses of nearby property on the north end. The developer's answer to this is to put an aboveground parking garage on the lot line directly across from single-family homes. This open air, aboveground parking and lack of any setback adjacent to single-family homes is unique to this development. It's not a design typically found in the Village. If you look at the shadow study, you will see there's homes that will never see morning sun in the winter.

This design is inconsistent, inconsiderate and sets a bad precedent. We understand there will be apartments here. We're just trying to get something that will fit in a little bit better. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MR. LEWIS: Good evening, everyone. John Lewis, L-e-w-i-s, 406 West Fremont. Like my wife, I'm a civil engineer, so I have a couple of technical comments.

But the first thing I guess I'd like to say is, just listening to the comments here, just think about common sense, right? Let me try to find that one slide that showed 112. I mean, Mr. Chairman, I get your point about the zoning and B-5. But you know, in talking with Staff, nobody knows when that came around. So, like if we're going to hang our hat on it, I get it, that's the current regulation that we have for that particular area, but is this common sense? Like is this the best that we can do?

What I would say, too, is that, remember, this is the birthplace of our town. This is where Arlington Heights started. Like somebody else pointed out, there are no buildings like this that abut residential areas anywhere in our town. Why do we feel like we have to do that here? Why is this on the fast track? Why aren't we asking more questions about this? Like does this make sense?

Think about the building behind you, the big building over there, Dunton Tower. 1986, it's got 216 units. This has 70 percent of the units of Dunton Tower. Dunton Tower is 150 feet north of the residents on Sigwalt. This is 75 feet south of the residents on Eastman, or no, what is it, St. James.

The sun study is off. On December 21st, the elevation of the sun in Arlington Heights is 25 degrees. One over the tangent of 25 is 2.1. That means that if I'm six feet tall, I cast a 12-foot shadow. A building that's 90 feet tall will cast 185-195 foot shadow. You can look at it on Google Earth. There's actually a picture from October 30th, 2010 that shows the existing building, the shadow going into the front yard of the Asa residence. I mean, that should be checked, that should be checked.

We also talked about the traffic study. The traffic study was done at an admirable time for traffic. That's also specious. What I will say though is that, look, we just want to ask the Commission here to think about what makes sense. That's all we're asking. Like they're on the right path. We like apartments here. We think that's a good use of the land, but they can do better, and we're counting on you to help them do better.

I get your skepticism about B-5. I completely misread the room. I thought there would be skepticism when their attorney says that there's no negative impact to the neighborhood. Where's the skepticism for that? Where's the help, right?

We like the direction that they're going. We just want them to do a little bit better, and we're counting on you to help them do a little bit better. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MS. McCALL: Hi, good evening. My name is Deb McCall, it's M-c-C-a-l-l. I live at 213 West Fremont.

I just want to say I stand with my neighbors. I've lived there for, my son, let's see, he's getting ready to turn 21, so 20 years on that street. When we bought that house, somebody said to me once and it blew my mind, are you going to tear it down? It makes me cry thinking about that. There's no way in heck I would have torn that place down. We put everything we had to save, save, save, so that we could make it a home, and then you know what, 10 years later we redid that home, we renovated that home.

Now, I could have put anything there. I could have put a really big house there. There were some issues with impervious, but I could have found a way to go bigger. But just because I could have didn't mean I needed to and didn't mean it was the right thing for the neighborhood. We didn't need a big, massive master bedroom the first architects tried to sell us because it wasn't the feeling of the neighborhood.

So, I ask you, please, just because you can doesn't mean you should. So, let's work together. We all want the same thing. Thank you for listening to our concerns.

ACTING CHAIRMAN GREEN: You're welcome, thank you.

Next?

MS. EITZ: Good evening, and thank you for having us tonight. My name is Pat Eitz, it's E-i-t-z. I live at 300 West Fremont, on the northwest corner of Chestnut and Fremont, directly across from Memorial Park.

My family moved here 47 years ago and I have been a member of HANA since its inception 42 years ago. We intentionally moved to this neighborhood because of its charm, warmth and accessibility to Downtown Arlington Heights. We have seen this unique neighborhood change as residents who shared a similar appreciation for older and unique homes, move in, restore and update their houses, so that today we are the envy of many neighborhoods in the Village. For that reason, I have been an avid watchdog for our neighborhood because it's been threatened many times since I've lived here, and again, we're facing a challenge. This one is encroaching on a small neighborhood residential street with historic houses directly across from, and sharing the entire triangle neighborhood.

Careful planning is of primary importance to those of us who occupy this neighborhood, because of the nature of our neighborhood, we are proud to boast we are cohesive socially and philosophically. Maybe because we understand that we are vulnerable to encroachment threats because we've had them before, we can boast of being more than a neighborhood. We are truly a community.

We have consistently worked with the Village to enhance the viability of our neighborhood, the residents and the Village. We welcome the Farmer's Market at the end of Fremont Street in spite of the traffic it brings. We welcome guests throughout the year, from visitors to the Historical Society, the library, Memorial Park, and to the Memorial Parade.

I'd like to talk briefly about the centerpiece of our area, Memorial Park. Unlike other parks in the Village that are used for recreation, Memorial Park is what myself and many visitors consider sacred. It is peaceful, quiet, a reverent place for residents to visit and honor those and their families who generously sacrificed so that we all reap the benefits of freedom. A structure that shades Memorial Park, the surrounding triangle neighborhood, and faces the five houses on St. James must be a companion to our homes in design and in structure. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Anybody else on that side of the room?

MS. LEBEAU: I'm totally not prepared. I only just found out about this project yesterday. My name is Georgine Lebeau. I live on North Evergreen by North Park, and my home --

ACTING CHAIRMAN GREEN: How do you spell your last name please?

MS. LEBEAU: L-e-b-e-a-u.

ACTING CHAIRMAN GREEN: Thank you.

MS. LEBEAU: My home was built in 1924 and I've lovingly lived there since, well, it will be four years next year. I have a paragraph that I would like Sam to read that I took off of the Village site, and it's about the housing on the property. I'd like you to explain this to me because I don't understand it.

MR. HUBBARD: You know, the way this works is you can make your comment, and then the Commissioners will ask questions of Staff and people afterwards.

MS. LEBEAU: Okay.

MR. HUBBARD: It's not meant as like a back and forth between Staff and the audience.

MS. LEBEAU: Because in this project background, it says that in 1968, the residential component was removed from the property.

MR. HUBBARD: So, you can make your statement and say that this is a question you're hoping the Commission addresses.

MS. LEBEAU: And I don't understand when the zoning changed. Because I live near the property, I worked on the property, I know that it was a business property. It had never been residential. It had been zoned for residential for the building behind 116, but at some point it's residential again. In this statement, it's --

ACTING CHAIRMAN GREEN: I'm a little confused. What piece of property are we talking about here?

MS. LEBEAU: The 116 Eastman piece of property.

MR. HUBBARD: That's zoned B-5 which is a Downtown Zoning District that allows ground floor commercial spaces and residential multi-family units above. That's what the Zoning District is.

MS. LEBEAU: And when was that done? That's what I'm --

MR. HUBBARD: It's been that way for decades. I don't know when it was specifically zoned B-5.

ACTING CHAIRMAN GREEN: And so what are you reading from? What is that?

MS. LEBEAU: Information from the Village. It was on the Village site; I pulled this last night.

MR. HUBBARD: Looks like it's from the Staff report.

ACTING CHAIRMAN GREEN: It's from the Staff report that we have here?

MR. HUBBARD: Yes.

MS. LEBEAU: It's on the project report, and I was just curious because I don't really understand.

ACTING CHAIRMAN GREEN: All right, and what page is that from?

MS. LEBEAU: Page two of seven.

ACTING CHAIRMAN GREEN: Two, okay.

MS. LEBEAU: It's more of a curiosity point. I'm not really challenging anything. I'm just interested in knowing, you know, how did it go this way and then that way and then back to the other way, and why does it keep changing around? I just don't, because my property is zoned Multi-Dwelling but it's a single-family residence.

MR. HUBBARD: I don't know specifically what you're referring to, so I'm sorry, I can't answer your question, but if --

MS. LEBEAU: Or maybe you could call me or something.

MR. HUBBARD: So, if you want to read the section from the Staff report, and the Chairman is willing to entertain it, then I can help you address that.

COMMISSIONER CHERWIN: Read the section in and then we'll refer to that.

ACTING CHAIRMAN GREEN: Yes, and then we'll answer it, yes. Read whatever you are concerned about.

MS. LEBEAU: In 1968, to eliminate the residential component and construct a second three-story office building in its place, to the west of this site is a multi-tenant office building including a real estate office.

MR. HUBBARD: Sure. So, what that means is in 1968, this property was approved as a PUD. At that time, the PUD was to allow a multi-story building of seven stories and a three-story office building. It was a two-phased development. The office building was built first, and the second phase of the development was a seven-story multi-family residential building. The developer at that time opted to not build the seven-story residential building and built a second office building.

MS. LEBEAU: And the interesting thing is it also says the seven-story apartment building was going to be 65 units.

MR. HUBBARD: Yes, that was what it was approved for back in the 60's.

ACTING CHAIRMAN GREEN: Okay, next?

MS. ASA: My name is Karen Asa, A-s-a. I live at 116 St. James Street, directly across from the proposed 116 Eastman project. I've been a HANA neighbor for 21 years, and my husband and I are the fourth owners of our home. So, we are directly across the street.

The density of this building on a one-acre lot for 150 units puts pressure on this neighborhood for light, privacy, traffic and parking. It will impact overall everyday living and change the character of this neighborhood. It's a seven-story building with a zero setback at the ground level and only 20 feet at the third floor. So, that's going to directly loom over our house and the adjoining houses.

The zoning regulations for the Village provide that its intent and purpose is in part to provide adequate light, air, privacy and convenience of access to property. We're all interested in keeping our properties at their greatest value, but that includes natural light through our windows currently obstructed. The sun shade study which we know might not be completely accurate shows that our house and the house at 200 St. James Street will be completely in shadow in the winter months. Certainly at the point of the study is mid-December at 10:00 a.m., but that means that it will extend later into the day and for the fall and parts of early winter, which is something, you can see the scale to our house, it's just a looming obstruction. It's just a looming building over the entire neighborhood and it doesn't fit in to what has always been there.

We realize that it's been buildings, offices before, but it's been a mixed use area. With the library, there is the First Presbyterian Church which as a daycare and a

preschool on Vail Street that's used every single day. Traffic, we live next to the parking lot which, you know, so there's a lot of daily, everyday living that will definitely be impacted by having this many residents added to our neighborhood.

Compasspoint has made an investment, but we have also in our homes. The proposed building will just be an imposing block on all of our neighborhood that diminishes the character of the neighborhood and potentially the value of our homes. It's an investment for us as well as for them.

A seven-story building of 150 units, two outdoor roof decks, one with a pool, plus individual patios on the north side means a potential for, you know, just gatherings and associated noise and light. Everyday living means 170 people running errands, having visitors. They're not always going to be parking back in the garage; they will be parking on the street or wherever it's convenient. When friends come over, they'll be parking in the lot next to us and crossing over. It's just a lot, a lot more of an imposition in our neighborhood and more of an impact that anybody from the developer's side has really imagined.

So, it's all in our interest to have new residents come and participate in all that Arlington Heights has to offer. But the building needs to be a companion to our homes and fit in to the step-down that it should be and the transition to our single-family homes. Well-intentioned promises of high income renters not impacting the neighborhood does not address the sheer number of issues that come by way of the great increase in population. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Anybody else?

MR. NIEMIEC: Thank you very much. My name is Todd Niemiec, N-i-e-m-i-e-c. I'm at 204 West St. James. I have been a HANA neighbor for 18 years. I raised my two girls in the house that we live in that is across the street.

So, that's my house and its relationship to the current property. So, I'm a little bit down west of it. I just want to say that, you know, I back what all my neighbors said but I also want to say that I'm, you said something that sort of offended me, you know, with due respect. You insinuated that we were like fools for not knowing the zoning ordinance and applying it and knowing what that could mean to us in the future.

I've lived in Arlington Heights my whole life. I grew up here, went to Olive School, went to Thomas, went to Hersey. I went to college, came back, and I expected the Village to take care of its own. I mean, this is a very unique area of the city. If the zoning ordinance to the letter is the only thing that matters, then why are we here? Why are any of us here? That's all I'm going to say, thank you.

ACTING CHAIRMAN GREEN: Thank you.

Next? Seeing none over there, is there anybody on that side that would like to speak on this subject?

MR. CECCHI: Hi, I'm Eric Cecchi, C-e-c-c-h-i. I live at 200 West St. James Street, and I have the pleasure or lack thereof of looking at my front window at the current buildings that are "somewhat blighted and in need of revitalization" to use the overly kind words of the Staff report. I just want to say I do appreciate all the care and thought that's gone into the design and planning of the Eastman project so far from the Staff and Compasspoint.

I specifically want to talk about zoning. Of the zoning requirements, the setback requirements for B-5, as noted in the Staff report, there is no setback requirement for the B-5 District; however, there is one caveat in the Municipal Code. It states that where the property directly across the street frontage is zoned R-3, a 20-foot setback is required. As we

know, the St. James single-family homes directly across the street are currently zoned R-6 and being rezoned R-3, thanks to some approval from the Commission, some of the Commissioners so far. We hope that that will go forward.

Mr. Hubbard pointed out in the rezoning discussion from that down-zoning meeting at the Conceptual Plan Committee that the St. James properties, that down-zoning to R-3 would have no impact on the Eastman project. But with due respect, that is up to this Commission to decide if they want to impose any setbacks that are not maybe technically required by the code.

I did want to point out that as people have said, this zoning borderline with the districts is very unique, and there is, from what I can tell, only one-single family home in Arlington Heights that is directly across the street from a B-5 building, and that's Dunton Towers. In Sigwalt and Vail, there is a single-family home directly across the street from that. However, that building does have a ground level setback of at least 20 feet even though the building across the street is zoned R-4, so there would be no setback required for that building. Also, it's north of Sigwalt so it has, you know, less of an impact as far as shade goes.

I'd also like to point out that the land use variation that's been requested to allow a predominantly multi-family residential development in a B-5 District essentially gives a lot of R-7 qualities to the treatment of the property despite not having any of the R-7 restrictions on height and setbacks. R-7 requires front, side and rear yard setbacks and those create a buffer zone from the building so it blends it with the R-4, R-3, whatever might be next to that R-7 building, and it creates a natural transition to those adjacent single-family homes. If we look at some of the R-7 developments that are next to B-5, these are off Sigwalt Street, they all have significant setbacks that allow for extensive, really nice-looking landscaping that helps them blend with single-family homes. These photos were taken from the front yard of a single-family home across the street, and the landscaping helps blend in with the neighborhood much better than what would be allowed by the zero setback that's been proposed. These additional R-7 properties, these are off of Pine and Wing Street, but it's also next to a Business District.

The proposed structure has no setback on the north side while the building has been "recessed" beginning on the third floor. The ground level parking garage has no setback or it's less than one foot. The third floor setback does not provide any green space or landscaping on the ground level and it makes the already narrow St. James Street feel narrower with the garage structure built as close to the street as possible.

So, my request to the Commission would be to impose a setback requirement of at least 20 feet. Although it's not required, it is in the spirit of the borderline between R-3 and B-5 Districts, and it's also consistent with some of the other higher density multi-family bordering structures to single-family homes. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

MRS. CECCHI: I do not know how you do this. It's way past my bedtime. Thank you for your being here.

ACTING CHAIRMAN GREEN: Give us your name please and spell your last name.

MRS. CECCHI: My name is Celeste, last name is Cecchi, C-e-c-c-h-i, and I'm at 200 West St. James. So, my husband, who was just speaking, and I purchased this home, as you see right across from the building.

I was going to come tonight actually and talk about some of the neighborhood impacts, things that you've been hearing, the snow that's been dumped right in our

front yard from the current existing building, and just problems with traffic and snow and all the things. But as I was preparing tonight, I actually decided to throw my neighbors a curveball and I hope, I'm on the HANA Board. But I decided I wanted to talk about something that could potentially be a really positive thing for our neighborhood with this building besides obviously anything is going to be better than this eyesore.

The thing that I think I'm most excited about aside from aesthetic, a more aesthetically pleasing view, is the opportunity that we have to invite diversity into our neighborhood. I was traveling for work when we had the Housing Commission, and I just wanted to kind of encourage, our language matters a lot. So, I told you my husband and I bought this house nine years ago but 13 years ago was when I moved to Arlington Heights as a single mom on food stamps. Had it not been for our Village's programs and scholarships and even ordinances, like the Inclusionary Housing Ordinance, I would not have had the opportunity to move here and send my son to these topnotch schools, the wonderful Park District programs, the library programs, the things that we so highly value as residents here in Arlington Heights. These Village ordinances have been intentionally voted on and passed by our elected officials to make our Village a richer and fuller community. So, I'm excited about the possibility of that becoming more of a reality in our neighborhood.

It's already been talked about just what the requirements are, the 7.5, and I won't get into all the details. But I did want to point out, as I just said, that language matters. Compasspoint talked about, under Affordable Housing Plan, page two, they talked about just the feasibility of finance of these units and their intent to buy out what they could. They went on to talk about it not being feasible because of the rising real estate taxes, the developers have taken a hit since Covid. They started talking about those hits as far as it pertains to the financial part of the project, but of course these are all hits that we've had as well, that we've had to plan for and make sacrifices for, adjust our own budgets for. Research shows that renters have been disproportionately hit. In fact, in Arlington Heights, according to Rent.com, the increase has been 16.3 percent for rental units while the average salary has only increased four percent.

But the part that most personally like was impactful and painful to me, and like it was reiterated tonight, was the language that was used. It says the inclusionary units will cost the same to construct as the market rate units, and the building's excessive amenities, the pool, the co-working spaces, the lounges will be utilized by those renters. So, the way that we are “other-ing” the renters who are invited to be in those units means that we are, it's not a benevolent thing. Like we get to have a richer, fuller community when we invite people who may not have had the option to be there.

One of the things that I just wanted to say, like when I was in an apartment, like, yes, even I was able to use the pool, even I was able to use the shared spaces, and so it's not like an extra added bonus that the people who are in these units get to use the amenities. So, we're not being extra compassionate by letting people use what is in our law, in our ordinances to be a part of.

So, I understand that the Staff has recommended Compasspoint by themselves out of only the minimum allowance which is 1.25, but tonight, I just wanted to encourage you, our Commissioners, and also Compasspoint staff to realize that buying ourselves out of units, any units, is buying ourselves out of the opportunity for renters like me to be able to call Arlington Heights their home, too. We're buying ourselves out of the privilege of learning from people who might have had a different life experience than we have, and we're buying our neighborhood out of the opportunity to grow in our diversity, which actually is a value that we as a

Village claim that we hold firmly to.

So, I invite you to see, maybe even be excited about like I am, the potential that this project has to add beauty and diversity to our neighborhood. Thank you.

ACTING CHAIRMAN GREEN: Thank you.

Anybody else on my left, or the right side of the room?

(No response.)

ACTING CHAIRMAN GREEN: Seeing none, I think I'll close the public comment for tonight and we'll get back to questions that the Commissioners may have.

Joe, would you like to start?

COMMISSIONER LORENZINI: Sure. We may need a break before this though.

ACTING CHAIRMAN GREEN: You mean after this.

COMMISSIONER LORENZINI: So, let me start with the developer. The size of the affordable housing units or the affordable units, are they going to be the one-bedrooms, the studios? The 10 affordable units, what size units are those going to be?

MR. CITRON: First of all, the sizes are the same sizes as the other units in the building. So, and we have to have a mix corresponding with the percentages of two-bedrooms, one-bedrooms there in the building. So, if we have a one-bedroom, it's the same size as all the one-bedrooms. I'm trying to be very careful --

COMMISSIONER LORENZINI: No, no, no.

MR. CITRON: It is not benevolent, it's just the --

COMMISSIONER LORENZINI: No, no, no, maybe, you didn't answer my question. It's going to be based on?

MR. CITRON: I'm sorry. It's going to be the same sizes. So, a two-bedroom, they'll be a two-bedroom.

COMMISSIONER LORENZINI: No, that's not my question. It's the mix, it's going to be the same mix?

MR. CITRON: Same mix. Same mix.

COMMISSIONER LORENZINI: That's all I needed to know, thank you. Traffic, the traffic study.

ACTING CHAIRMAN GREEN: Mr. Corcoran.

COMMISSIONER LORENZINI: So, there's been a lot of comments regarding the traffic study, that it was done during the pandemic. That seems to be a reasonable concern, that it doesn't really reflect what's going to happen today or next year. You mentioned or it was mentioned that five percent was added to the study to account for that, but that doesn't seem like much compared to, especially when you talk about the parking lot.

MR. CORCORAN: So, we looked at some pre-Covid counts to come up with that basis for the five percent.

COMMISSIONER LORENZINI: That study was based on pre-Covid?

MR. CORCORAN: We found some traffic studies that were done in the area prior to Covid so we could compare some of those volumes to get a sense of what the change could have been.

COMMISSIONER LORENZINI: All right, and you added five percent to it.

MR. CORCORAN: That's why we came up with that.

COMMISSIONER LORENZINI: So, it wasn't purely done based on during the Covid period?

MR. CORCORAN: No. Well, the counts were done during the beginning of last year, so they were still in the COVID. Then we raised them up by what we judged to be five percent based on counts that we found from the pre-Covid period in the area.

COMMISSIONER LORENZINI: Right, understood.

MR. CORCORAN: And even --

COMMISSIONER LORENZINI: There's a lot of concerns about density, a lot of good points made. So, you had 40 units originally, and then you added -- I'm sorry, you had 140 units.

MR. CITRON: No, we actually had 154.

COMMISSIONER LORENZINI: I know, hold on, hold on. You had 140 units, and then you added 10 units. But that really didn't cost you anything because you had to meet the affordable or the inclusion code, correct?

MR. CITRON: No, we originally, the original proposal was for 154 units. We dropped four units to bring it to 150, and based on that density and the Inclusionary Housing Ordinance, out of that 150, 10 of those units were required to meet the inclusionary standards.

COMMISSIONER LORENZINI: Okay, all right. Thank you, that's all I have for you. Sam, it always seems like, probably because you do such a good job, I like to ask you questions. One of the variations, could you explain to me, or I'm sorry, the multi-family residential development, why is that a variation?

MR. HUBBARD: Because the ground floor commercial was only six percent of the overall ground floor, so it wasn't substantial enough to qualify it as a true mixed-use building. It's really predominantly a multi-family building, and B-5 requires mixed-use buildings.

COMMISSIONER LORENZINI: Very well, but I guess in today's environment, that's not that important because there's a lot of vacant spots on the first floor anyways.

MR. HUBBARD: No comment.

COMMISSIONER LORENZINI: I, as an engineer, should know this, but what defines tandem parking?

MR. HUBBARD: Tandem would be two stalls where one stall blocks access to the other stall. It's one stall in front of the other as opposed to side to side.

COMMISSIONER LORENZINI: Got you. Got you, okay. A comment was made that this is one of the most dense if not the most dense development. What constitutes the density of a development such as this?

MR. HUBBARD: So, however many dwelling units they provide divided by the size of the land that they're located on. So, dwelling units per acre.

COMMISSIONER LORENZINI: How does that vary if all the units are studios or other units are two-bedrooms?

MR. HUBBARD: It would still be the same density if you have, on the same site, if you had 100 two-bedrooms versus a development that was 100 one-bedrooms. It's the same density because it's based on unit. If you did a density calculation based on bedroom, it would increase. But density is, the code requirements for density are based on the unit.

COMMISSIONER LORENZINI: And generally around the Village, there's been several, it seems like a lot of developments these days are rental. What is the typical, or do we know what the typical occupancy is on these buildings that are rentals?

MR. HUBBARD: I don't know, no. Off the top of my head, no.

COMMISSIONER LORENZINI: Okay, and the discussion of transitional

property, I remember years ago we talked about there was a development across from the Valley Grocery Store in Golf Road that is now called something else, there was some property right across the street that was going to be developed. But the first piece of property across the street south of Golf Road was transitionally zoned before you stepped into a more dense, higher density businesses. Is that applicable, that type of transitional zoning, applicable in any way in this area?

MR. HUBBARD: The existing zoning, how it's currently zoned, reflects that kind of transitional area. So, the B-5 is this property. To the north are properties that are currently zoned R-6 which is a Multi-Family Residential Zoning District. Those properties happen to be used as single-family homes as you heard from many of the residents this afternoon, but their properties are zoned R-6 to allow for multi-family development. So, that was the theory behind that zoning. My guess would be their properties are zoned R-6 to function as a transition between the B-5 uses to the south of downtown and the majority R-3 single-family uses to the north and northwest.

COMMISSIONER LORENZINI: Okay.

MR. HUBBARD: If you, here, I can pull it up here. So, here you go. So, you can see to the north of the subject property, this is the R-6 District. This is kind of a transition between the higher density developments down in the B-5 and the less intense developments in the R-3.

COMMISSIONER LORENZINI: So, it was meant to be a transition although it's not actually built like that, but --

MR. HUBBARD: Correct.

COMMISSIONER LORENZINI: -- when the B-5 was zoned such as that, we had the single-family buildings across the street, the R-6 were most likely already single-family homes since the areas sold.

MR. HUBBARD: Right, I would guess that the single-family homes were always single-family homes and they were zoned into the R-6 District under the assumption that in the future they may redevelop their aging homes and may redevelop as some sort of multi-family in the future potentially that could serve as the buffer between those R-3 to the north and B-5 to the south.

COMMISSIONER LORENZINI: And several comments were made about there is no other development like this elsewhere in the Village where you have a seven-story building next to residential properties. Is that a correct statement?

MR. HUBBARD: Next to single-family residential? I think there's only two portions of the B-5 District that are directly adjacent to R-3 Districts. One would be this property, and then the property to the west of it, if those properties' R-6 are zoned into the R-3 District. Then on the Arlington 425 site, on the west side there were single-family homes there.

COMMISSIONER LORENZINI: Going back to just one of the comments made by the public that this is the most dense development pretty much, what makes this the most dense development?

MR. HUBBARD: The number of units proposed on the size of land.

COMMISSIONER LORENZINI: All right, thank you.

ACTING CHAIRMAN GREEN: Lynn?

COMMISSIONER JENSEN: Yes. So, let's begin with you, Sam. Taking a look at this, so the R-6 is what the zoning is, but it has nothing to do with what's actually there. Most of it's, are there any multi-family in that R-6?

MR. HUBBARD: There is one multi-family. Just one.

COMMISSIONER JENSEN: Yes, basically it's really an R-3 area even though it's designated as an R-6.

MR. HUBBARD: Correct, and R-3 uses are allowed within the R-6 District.

COMMISSIONER JENSEN: Right, but I mean, if the idea was this was a step-down, that's really not going to happen unless somebody in the future, 10, 20, 30 years from now decided to make one.

MR. HUBBARD: Right, in the future it could be, yes.

COMMISSIONER JENSEN: I just want to be clear on that because I did view that initially in the presentation, and it was a great presentation, as being a transition, but it apparently isn't in fact one even though it could be theoretically one.

I would like ask Mr. Taylor a question. Could we bring us the, I don't know who has the slide that showed what you have in Barrington?

Very good, and actually it's obviously much shorter than that. They have a quote which several people used, and I guess I'll use that as a jumping off point. Do you think the development that you're proposing for Arlington Heights is consistent with a cute and quaint downtown and you want to enhance it? Does this, what you're proposing here, does it do for Arlington Heights what you wanted to do for the place where you live in Barrington?

MR. TAYLOR: All right, so without misconstruing both projects because they're two different, distinct projects here, this project is located in the highest dense district in Downtown Barrington. It happens to allow a four-story height which is what is being proposed there right now. It's actually not built.

This actual quote was actually a comparison to actually Arlington Heights where I have this other development, right? So, the comments amongst the crowd there was, well, this isn't Arlington Heights, and so I made this comment. So, there's no comparison between the two is pretty much what I'm saying.

COMMISSIONER JENSEN: I'm just asking you, not to make a comparison, but do you think that the project that you're proposing is consistent with what was expressed here even though this may have been a --

MR. TAYLOR: Yes, this doesn't have any relation to what I'm proposing here.

COMMISSIONER JENSEN: I understand, because the whole issue here and the way the Board is going to be, we have a narrow, technical purview. We're going to do the zoning and other issues, but the Board is going to look at other issues.

MR. TAYLOR: Sure.

COMMISSIONER JENSEN: That are way beyond our purview, and character of the neighborhood is going to be one of the big things they take a look at. In the past, this Commission has given a favorable recommendation to the Board because we were looking at the narrow technical issues which we're charged with, but the Board reversed that. They said this is out of keeping with the character of the neighborhood.

I guess I'm trying to get to whether you believe that what you propose here, given the neighborhood, that you've got this historic neighborhood of houses that are 100 years old, is truly in keeping with the neighborhood where you're trying to place that.

MR. TAYLOR: I believe that this, not this proposal, but my proposal for 116-120 Eastman is within the character of the site and the Zoning District that is set forth by the ordinance. So, yes, I do.

COMMISSIONER JENSEN: At this point, I don't really have anything else.

COMMISSIONER CHERWIN: Lynn, could I just, or Mr. Chairman, could I just --

ACTING CHAIRMAN GREEN: You're next.

COMMISSIONER CHERWIN: Oh, I was?

ACTING CHAIRMAN GREEN: Go ahead. You're next, he's done.

COMMISSIONER CHERWIN: While Mr. Taylor is up here, kind of we talked about this Barrington issue because some of the residents did bring it up. What would be, you know, I guess one point is how many affordable housing units were required by Barrington for this project?

MR. TAYLOR: None.

COMMISSIONER CHERWIN: Do affordable housing units add cost to your development?

MR. TAYLOR: Absolutely.

COMMISSIONER CHERWIN: Is there a differential in the amount of, you know, price per square foot between what we see in Barrington and what we see in Arlington?

MR. TAYLOR: It's almost identical.

COMMISSIONER CHERWIN: In terms of what the rental would come in at, is it identical?

MR. TAYLOR: It's probably more here.

COMMISSIONER CHERWIN: More here.

MR. TAYLOR: Yes.

COMMISSIONER CHERWIN: It's going to cost you more. Are these rental units or are these owned units?

MR. TAYLOR: These are rentals.

COMMISSIONER CHERWIN: And there's commercial, obviously it looks like this one there's a difference in commercial on the first floor, is that correct, or am I missing that?

MR. TAYLOR: It's mostly commercial. There's a residential lobby similar to how I have a residential lobby here with an integrated restaurant into the lobby with an open access policy.

COMMISSIONER CHERWIN: How are the sizes of the units here compared to Barrington?

MR. TAYLOR: So, these units are larger family style units, predominantly 60 percent are twos and threes, and 40 percent are one-bedrooms. So, we'd performed market studies in both locations. The market research firm that did the market research for this project is the same one that was done for Arlington Heights. So, we hire people who tell us, who are smarter than we are who tell us what the mix should be.

COMMISSIONER CHERWIN: And the existing zoning in Barrington wouldn't let you go over --

MR. TAYLOR: Four stories. So, and just as a unique perspective, this is a 6.2 acre site and I've got two different projects actually on the site. So, on 1.7 acres, we're building 125 units. Now, this unit is actually bigger in total gross square footage than what I'm proposing here.

COMMISSIONER CHERWIN: And what about traffic-wise?

MR. TAYLOR: We have 409 parking spaces for 13,000 square feet of retail and 125 units.

COMMISSIONER CHERWIN: So, and traffic-wise, I don't know, I know it doesn't match necessarily one for one, but you figure the traffic flow here, is it generally twice as much?

MR. CORCORAN: Off the top of my head, I can't tell you the proportion but this does generate more traffic because, as he mentioned, the 13,000 square feet of retail and much of that is restaurant which generates a lot more traffic than a typical store. So, yes, this generates more.

COMMISSIONER CHERWIN: So, the point is really these are very different projects. Mr. Citron mentioned in his presentation that there was, the building would not be built if the affordable, and maybe Mr. Citron wants to speak, too, but a 10-unit bonus on the affordable units, you had mentioned the building would not be built if that density enhancement was not available. Is that due to the costs that are spread throughout the project to the affordable units?

MR. CITRON: So, actually Joe would have been the better one to answer that, but yes. That was based on my discussions with Joe on analysis of what it cost to build this. I'm trying to be very careful in what I say here because of the concern that was raised, but the cost to build this building is the same whether it's a market rate unit or the inclusionary unit.

COMMISSIONER CHERWIN: Right.

MR. CITRON: And the amenities in the building, again, it's great. The point is, is it costs us the same to build that, so we need that density. Even though we're not going to recognize the same rent per square foot on the inclusionary units, we need those units to spread this entire cost over. So, those additional 10 units does make the project economically feasible.

COMMISSIONER CHERWIN: Yes. So, I mean, the point being, the reason I bring that up is because we have a lot of people in this Village talking about they want affordable housing but then they don't want density. It's kind of, if you want affordable housing, the only way to get it is density.

MR. CITRON: The Village provided for that in their own ordinance.

COMMISSIONER CHERWIN: I understand, yes. I mean, it's, we can say what we want about the ordinance, we're not here to comment on that ordinance. I mean, we could probably go on for a while about that. But one of the either intended or unintended consequences of requiring that is if a developer is going to deploy capital into our city, our Village, and enhance our Village, the density has got to come with it, or else like a lot of developers I talked to, they don't even want to come to Arlington Heights now because they'd rather deploy their capital elsewhere where they can get the kind of return that, you know, they would otherwise get.

MR. CITRON: And it's interesting, if you look at your ordinance, and I'll be finished in just 30 seconds here, it says we could ask for a density bonus of market rate units, but that's not what we're asking for.

COMMISSIONER CHERWIN: Right.

MR. CITRON: We're actually asking for a density bonus, 10 units of inclusionary units. So, we're not even taking the full advantage of what the ordinance says.

COMMISSIONER CHERWIN: Understood. So, I guess that's just something I wanted to make clear because I know a lot of times argue about density being too much, but the Village has already made a policy decision that they want more density because they want more affordable units and that's the only way to get it. So, I think people have to understand that, there's a cost to that. Whether it's worth it or not, that's up for various people to decide.

Last question I'll ask, Sam, one of our residents mentioned the possibility of blocking Highland Avenue on the north. Is that feasible to cut down traffic? I guess two questions would be is it feasible from the Village's perspective and from the developer's perspective to help ameliorate some of this potential effects of traffic?

MR. HUBBARD: From emergency services perspective, no, we need that open for circulation around the building.

COMMISSIONER CHERWIN: Wait, you mean can they fit --

ACTING CHAIRMAN GREEN: Fire.

COMMISSIONER CHERWIN: Yes, well, they have a reverse, don't they?

MR. HUBBARD: But it doesn't work.

COMMISSIONER CHERWIN: We've got to get that fixed.

MR. HUBBARD: Well, you're saying can they close off the intersection?

COMMISSIONER CHERWIN: Well, like they were going into what you're saying because it's a dead end and the fire truck, the Fire Department doesn't want to go in reverse, they want to keep going forward?

MR. HUBBARD: Right. Right, yes.

COMMISSIONER CHERWIN: Could there be like an emergency bumper, a gate or something to let them through?

MR. HUBBARD: Potentially, yes. I mean, it's something that we could look at.

COMMISSIONER CHERWIN: I'm just saying one of the big issues here for people is traffic. They have serious concerns about traffic. I mean, let's face it, right, it's right next to downtown. There's going to be traffic, downtown has always been there, I get it. I mean, but we do have to balance the people that are there, that's one of their major concerns. So, anything we can do to help ameliorate that in my opinion we should explore. So, if it's something like a partially gated gateway that, you know, I don't know, that's something maybe to talk about with the developer.

MR. HUBBARD: Yes, it's definitely something we would have to kick around. The whole street is governed by an easement, so you know, the property to the west also has rights for access and I don't know if closing off part of it, I mean, how that would impact that. So, it's complicated.

COMMISSIONER CHERWIN: Okay, well, I think it's something that we should explore because it's a very serious concern of the people.

That's all, Mr. Chairman.

COMMISSIONER ENNES: It's a similar issue to what we had with the hospital when they were expanding and all the side streets, what they did over there.

COMMISSIONER SIGALOS: Yes, I was going along the same train of thought as Jay was as far as can we limit or restrict any northbound traffic out of the parking garage? In other words, they can only go southbound in exiting the parking garage and not go northbound to St. James Street. Anyway, that's not something we could answer here, but that would be among the possibilities of maybe solving some of the traffic problems.

MR. TAYLOR: So, this issue came up at the first community meeting of which we proposed that the north end of Highland be just shut down, so there's a gate, nobody can access St. James from Highland. Through various discussions with Staff, the Police and Fire Department came back and actually said no, you can't close access. Not only can you not close access, you can't even put a temporary barricade that can be driven over. You know how they

have those plastic ones that are reflective. They didn't even want that, they didn't want to be proposed.

We're all in favor of that, by the way. I think the natural traffic flow from our building is going to be south on Highland to Eastman to either Vail or to Northwest Highway. There's no reason to go north to St. James to go someplace. There's no reason, it's easier to go to Northwest Highway and make a right to go north. We don't police what other people do but we certainly could do it on our own development. If Staff and the various agencies allowed us to partially close off Highland to the north, we would absolutely amend the plans to do that.

So, again, we'll revisit it. That's not an issue. We would be glad to do that.

COMMISSIONER SIGALOS: Okay, thank you. Now, I understand and I'm not going to get into any of the financial aspects of the cost of the construction of your proposed building and so forth. But that's what's driving the density of the number of units that you have that rationalize the cost of the building. Yet you've put in a swimming pool which adds to the cost of the building. I'm not aware of any other residential buildings Downtown Arlington Heights that have a swimming pool on it.

Well, anyhow, that's neither here nor there. I really appreciated hearing all the comments from the residents. I think they were very well pointed. I don't like the fact that you have zero setbacks. That doesn't allow any landscaping to help the building blend in closer to the neighborhood. I think it's too tall. You've got a couple stories of parking garage above grade which could be below grade and reduce the height of the building.

So, those are just the comments I have. Right now, I'm really not too much in favor of the project. That's all I have.

ACTING CHAIRMAN GREEN: Terry?

COMMISSIONER ENNES: John, I know where you're coming from. I agree to a certain extent. It's a very modern building, it's a beautiful building. I don't think it really goes there with the neighborhood. That's not our job.

Does it suit the zoning? It really seems like it does. I don't think it's the best project for the neighborhood even with the step-back. Look at your picture up here. You have a nice step-back with this and I think irrespective of the fact that across the street we have, not irrespective but because of the fact that we have single-family homes, it would be nice if there was a way to step this back on the residential side. Also, I don't like the zero lot lines, whether it's allowable or not.

Sam, I have one question for you. This is the first good-sized apartment building that we've had in this part of town since the Park View which was kind of a debacle for the Village in regard to the Inclusionary Housing. It went from one that was going to have the minimum number of units approved, and before we knew it the whole building has been converted. Is there anything that we can do to limit the number to the number that the developer is proposing at this time without them having to come back and seek additional approval?

I like to hear Mrs., I think it's Cecchi, benefited from the program here in Arlington Heights in the past, but I don't like what I saw with Park View when they came back and totally changed the nature of the property right in Downtown Arlington Heights without even having to come back to the Village.

MR. HUBBARD: Yes, I don't know if that's a restriction the Village Staff would recommend. I think you can ask the developer if, you know, they're interested in doing

more and what their perspective is if they are thinking of turning this into a 100 percent affordable housing building or not.

COMMISSIONER ENNES: We'd never hear that at the outset.

MR. HUBBARD: I don't know if a restriction on, you know, affordable housing would be a condition that --

COMMISSIONER ENNES: Not restriction, a limitation to what they're telling us they're going to do which will not let them after the fact come and totally change the nature of the building in a neighborhood.

MR. HUBBARD: That might run afoul of certain, you know, affordable housing regulations or housing laws.

COMMISSIONER ENNES: Sure, then we have Cook County coming in and telling us where to put in buildings.

MR. HUBBARD: But your point is heard.

COMMISSIONER ENNES: Yes, okay. That's all I have at this point.

COMMISSIONER LORENZINI: I have one more question for Mr. Taylor. In this picture, where is the parking?

MR. TAYLOR: Parking is under the building. We have a lot of outdoor parking that's associated with it as well.

COMMISSIONER LORENZINI: Thank you.

MR. TAYLOR: And it's in the first floor.

ACTING CHAIRMAN GREEN: I just have a couple of questions, and Joe just hit the one. Was this originally proposed with more parking underground? I mean, lower down underground? I'm sorry.

MR. TAYLOR: No, the first iteration had two levels of parking above grade. We've increased the parking count and put a half a level below grade. I'll tell you that the cost to go underground is a whole lot higher than what we proposed.

ACTING CHAIRMAN GREEN: As an Architect, I know where you're coming from that.

MR. TAYLOR: Right, and as we've gone through this process, we've made a lot of concessions to the design of the building, both from an exterior and interior point of view that has increased the cost of this project. We've, you know, nonetheless, having increased the affordable housing count from eight to 10 at a cost of around $350,000 per unit on average, those costs really add up.

You know, I think I mentioned this in the Affordable Housing Commission that I have to take into account a lot of factors when developing a project, right? Financial is obviously one of them. If it doesn't make sense financially, I can't attract the capital and I can't build it. So, you know, I try to balance everybody's points of view and, you know, I deal with Staff and I deal with commissions and I have to balance everybody's point of view. I try to do it as best I can.

ACTING CHAIRMAN GREEN: I hear you, Joe. My comment is this, and I appreciate all the public comment that was here tonight, and please excuse me, I think I'm losing my voice here tonight, but just to give it a little history for me, I built my own house in Arlington Heights and I've been here for 37 years. So, I have a lot of care and I do, I love Arlington Heights. I recognize your dilemma that you're in, but I can, I'm just, and don't take this wrong, when I was looking for a piece of property, I checked out everything that there was to check out simply because I could barely afford to buy the land to build a house on. So, I was starting out

and so I was very, very careful on what I did.

But this property is located, and as you look out your windows, you're seeing the whole Downtown Arlington Heights area, and these are seven, eight, nine, 12, whatever story buildings that you're looking at. This is not out of character for the downtown. We, as a Plan Commission, we went over the Comprehensive Plan, it's something we review every year on a yearly basis. So, the zoning that is here has been talked about and thought about a lot. This is not something that has come up just recently.

So, I personally think that this building fits what's going on here. I appreciate, and that's my opinion. We listened to your opinion, now you're going to listen to mine. So, I appreciate what it is. I'm an architect, I like the way the building looks. I like the amenities. I like the fact that Joe is building on the north side of Northwest Highway. That was a stumbling block that the downtown area has been trying to accomplish for years. And Sam, you know what I'm talking about is that it's hard to get the development to cross the street to the north side.

So, I think this is a welcome project, and I think it's going to enhance the downtown and that's it. I'm sorry, this is the zoning that's there. This is a legal building.

COMMISSIONER CHERWIN: Commissioner Green? Could I just move to continue the meeting? We're at 10:30.

ACTING CHAIRMAN GREEN: Oh, yes.

COMMISSIONER CHERWIN: I believe we need a continuance.

MR. HUBBARD: Extend, yes.

ACTING CHAIRMAN GREEN: How long would you like to do it?

COMMISSIONER CHERWIN: Not very long.

MR. HUBBARD: Do you want to extend it for another half an hour?

COMMISSIONER CHERWIN: Extend it for a maximum of 30 minutes.

ACTING CHAIRMAN GREEN: So, there's a motion to extend for half an hour.

Is there a second?

COMMISSIONER ENNES: I'll second it.

ACTING CHAIRMAN GREEN: All those in favor, say aye?

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: All those opposed?

(No response.)

ACTING CHAIRMAN GREEN: We're on for another half hour, 11:00 o'clock. So, this is my opinion, and I am entitled to my opinion. If the politics of this don't work, take this to the Board. Those are our politicians. We're dealing, as Lynn said, with zoning issues here and we have to limit ourselves to that. We try very hard to stay out of the politics of this and get to just the zoning. So, please don't misunderstand what I'm saying but it's the zoning. So, that's my comment.

Any others? Go ahead, Lynn.

COMMISSIONER JENSEN: Yes, I think that, first of all, I appreciate all the comments from the residents of HANA. I think you made your points very, very well. I think they will resonate with the Board which is the entity that makes the decision. So, I feel the same kind of dilemma that I think others have expressed because I know what we're supposed to do in terms of our charge. But you've raised some issues that go way beyond the charge and I particularly like the way that John Lewis stated things saying why don't we do something that's common sense?

I think the Board can do that for you. I'm not sure that this Commission, given our zoning requirements, can do that because as the Chair said, this is a legal building that meets the things that we are asked to look at. So, I'm very moved by the points that you made. I think they will resonate with the Board. I'm not sure where that leaves even me in making a vote at this point.

ACTING CHAIRMAN GREEN: Any other comments? Or a motion?

COMMISSIONER CHERWIN: I guess, no, my comment would say, you know, similar to what Lynn has said here. I mean, I personally, I think that this project is a good project overall. I would like to see, you know, I think there may be some more opportunities to accommodate the neighbors. I mentioned the one about traffic flow. There may be some on the buildings, you know, the setbacks maybe not so much, but maybe some tiering or something on the upper floor to give them a little bit more of a transition. I think maybe a little more effort can be made to accommodate.

Granted, I'm fully appreciative of what has to go into this type of project and what costs are being driven by the Village in what they are requiring from you that you don't have as much control over. But that's the policy the Village has made and the consequences are that, you know, it affects the developments. So, that's, it's a difficult decision but, you know, I would probably like to see, before I recommend approval, I would probably like to see a little bit more work to try to accommodate the neighbors.

But overall, I like the project and I think ultimately we should be able to get something through that makes sense that's very similar to what you've presented.

COMMISSIONER JENSEN: I'd like to know what you heard at the neighborhood meeting. Did you hear most of what you heard here? And you did take some steps to address a number of them as you had in your presentation as I understand it. Well, I don't want to --

ACTING CHAIRMAN GREEN: Is there any more discussion?

COMMISSIONER ENNES: I have a question for the Commissioners. Would you be open to putting in a provision to limit the approved number of affordable units?

COMMISSIONER CHERWIN: You're saying to just hold it steady with 10?

COMMISSIONER ENNES: To what they're proposing now.

MR. LYSICATOS: Through the Chair? I don't know that that's, I think that's maybe for the Housing Commission. If that matter is able to be taken up, I think that sits with the Housing Commission. I don't even know that you can control rents at that point. I'm not sure that that falls within that. I think your purview at the moment is probably to approve the density variation.

ACTING CHAIRMAN GREEN: The zoning part. I would stick to the zoning part.

COMMISSIONER CHERWIN: I think that's probably right. Just like the design is the Design Commission, you know, whether we like the building or not, it's kind of, you know, looked upon by the Design Commission. So, I don't think we're here for that.

ACTING CHAIRMAN GREEN: Having all that being said, is there a motion?

COMMISSIONER JENSEN: I'll make the motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #23-002, a Planned Unit Development to allow a 150-unit multi-family residential development on the subject property, a Land Use Variation to allow a predominantly multi-family residential

development in the B-5 District, and a Conceptual Special Use Permit approval for a restaurant on the subject property, and the following Variations:

1. **A variation from Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow 150 units on a 43,438 square-foot lot where code requires a minimum lot size of 46,500 square feet;**
2. **A variation from Chapter 28 of the Municipal Code, Section 6.1-5.1, to allow tandem parking spaces.**

This recommendation is subject to the following conditions:

GENERAL

1. **The outdoor roof deck area along the Western side of the building shall be restricted from use between the hours of 10:00 p.m. to 10:00 a.m., Sunday through Thursday, and from 11:00 p.m. to 10:00 a.m. on Friday and Saturday. There shall be no building-mounted or permanent speakers/audio system installed on the outdoor pool deck. All personal music and speaker usage on the outdoor deck must end by 9:00 p.m. on any night. Usage of the outdoor deck area must abide by these restrictions and the Applicant must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances.**
2. **All restaurants that desire to operate within the PUD must obtain a special use permit or receive a waiver of the special use permit requirement if deemed acceptable by the Village.**
3. **At time of application for building permit, the Applicant must provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking for review and approval by the Village. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors, and patrons of the downtown and nearby vicinity. Construction traffic must be limited to pre-approved lanes and locations to be determined by the Village. The Petitioner shall provide a truck parking and truck access plan for review and approval by the Village. Emergency access must be maintained at all times during each phase.**
4. **Conversion of the building from rental to condominium units will require an amendment o the planned unit development and the provision of sufficient parking for such change as determined necessary by the Village.**
5. **The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.**
6. **The Applicant is responsible to ensure that the planned development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of the Village Code, being the Village's Inclusionary Housing Ordinance and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:**

a. **Providing, at a minimum, 10 actual on-site units (a minimum of five percent of the total units) in the planned development and fee-in-lieu for 1.25 units (a maximum of 2.5 percent of the total number of units) or a total of 11.25 units (7.5 percent of the total number of units) in compliance with Section 7-1707(b)(3) of the Village Code.**
b. **Satisfying all conditions and requirements necessary for Applicant to obtain development cost offsets pursuant to Section 7-1709 of the Village Code, including, without limitation, obtaining density bonuses pursuant to Section 7-1709(a).**
c. **Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.**

7. **The Applicant must comply with all federal, state, and Village codes, regulations and policies.**

Parking Related

8. **Parking within the garage shall be operated as per the below:**
   a. **Residential parking spaces within the garage shall be leased separately from units and must not automatically be included within any residential lease.**
   b. **Any tenant desiring two parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units) if tandem spaces are available. Only after all tandem spaces are leased may individual/single spaces be leased by tenants desiring two parking spaces.**
   c. **No more than 51 tenants shall lease two spaces within the garage.**
   d. **No residential unit shall lease more than two parking spaces within the garage.**
   e. **Residential guest parking within the garage spaces be made available.**
9. **At the request of the Village, the Applicant must provide details and data on the operation, management, and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the Applicant must work with the Village to modify the parking plan to address any such issues to the satisfaction of the Village. The Applicant must use good faith efforts to implement and enforce the parking conditions and restrictions outlined above.**

Loading Conditions

10. **Loading operations are restricted to the following:**
    a. **Commercial/Restaurants: Allowed only between the hours of 7:00 a.m. to 5:00 p.m.**
    b. **Residential: Residents moving in/out must schedule their loading dock time in advance. Move-ins/move-outs will take place in the loading dock on Eastman and be allowed between the hours of 7:00**

a.m. to 7:00 p.m. Loading operations will be prohibited between the hours of 10:00 p.m. to 7:00 a.m.

c. Trash: All trash must be loaded onto trucks within the loading area.

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

Traffic/Street Infrastructure Conditions

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

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

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

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

Site Related

13. No later than issuance of a building permit, the Petitioner shall execute a public access/sidewalk easement along the south side of the building, at the discretion of the Village and as necessary to comply with ADA pathway widths.

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

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

Building Related

16. The Applicant must comply with all of the requirements set forth in the April 12, 2023 motion of the Village's Design Commission concerning approval of the design for the building within the planned unit development.

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

units must be provided for Village review.

18. **All utility service times must be underground.**
19. **The Petitioner shall continue to work with the Village on the design of the proposed Fire Department connection. Said connection shall be a low-profile design, to the satisfaction of the Fire Department, and shall not encroach into the ROW.**
20. **The location of the northernmost rooftop unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.**
21. **The Petitioner shall work with the Village on the proposed lights on the northern building elevation to ensure that they are located at low elevations and are angled towards the ground.**

ACTING CHAIRMAN GREEN: Is there a second?

COMMISSIONER CHERWIN: Can I ask Staff a question?

ACTING CHAIRMAN GREEN: Sure.

COMMISSIONER CHERWIN: Thank you.

Mr. Hubbard, I would like to consider suggesting a motion to, I know we've been here, I don't know how the other Commissioners feel about maybe allowing some additional time for the Petitioner and see if the Petitioner is up for potentially reviewing the aspects of the project with the neighborhood one more time to see if they can make some more adjustments that would allow the HANA group to feel better about the project.

So, I guess my question would be to Mr. Taylor. Would you, you know, if we vote tonight, it may not result in a positive recommendation. Would you be willing to take some additional time to consult with HANA and potentially continue this meeting to a later date?

MR. TAYLOR: I'd absolutely sit and talk with the members of HANA again. I don't know what fruit that will bear quite honestly, I think. We've done the setback on the third floor. We've moved the parking entrance down Highland. We've added considerable expense to the exterior of the parking structure to limit the amount of light emanating from the thing. We have met with a lot of, you know, challenges and I think I'd prefer a vote knowing that we've gone through these issues with the Architectural Review Commission from an architecture standpoint and they approved it --

COMMISSIONER CHERWIN: Okay.

COMMISSIONER JENSEN: I want to be clear. Just because I proposed this action, it doesn't say how I'm going to vote on it. I just want to get it on the table so we can actually take some action.

COMMISSIONER CHERWIN: Well, I generally like the project, but I think it needs a little bit of work to help the community feel a little bit better about it. At that point, if we've exhausted all resources and we vote on it, you know, I feel like I could support it, but I don't know that I'm there yet, so I can't make a motion to support it.

COMMISSIONER JENSEN: We don't have a second, Bruce.

MR. HUBBARD: We have a motion without a second. We have a motion without a second.

MR. CITRON: If I can, very briefly, because I know we only have now 20 minutes to discuss this, and I'm not making fun of that at all. I recognize the fact that we have

gotten very late.

If it means that there will be no second here, then we would agree to set this over. I do believe the only thing we can really address without wholesaling changes to the building, which would mean going back to DRC and potentially Inclusionary or the Housing Commission and everything else, is to work with Staff to see if there's some type of barrier to Highland. Because again, as Joe indicated, we agreed, we don't care about the access to Highland. Staff, or particularly the Fire Department and the Police Department do, and there may be some solution that keeps that access that they can get through.

I think that's really the only thing we can talk about without entirely changing the project. You may say, well, you need to entirely change the project. At that point, we'll take our chances at the Plan Commission. But if it means not getting the second means this goes forward without any recommendation, we would agree to a short continuance of this matter and let us work with Staff on some of those issues and then we'll come back.

COMMISSIONER CHERWIN: Mr. Citron, would there be any opening at all to potentially tier some aspect of the north part of the building to soften the --

MR. CITRON: The issue we really have is this, the portion of the first and second floors that are at the property line, if we had to set that back, the parking doesn't work.

COMMISSIONER CHERWIN: Well, let's say we keep the first floor the way it is. I'm talking about some upper floors potentially tiering.

MR. CITRON: Okay, we can look at it definitely at the seventh floor because of the way some of the unit sizes are and whatever. Well, I don't know that we need --

COMMISSIONER CHERWIN: I'm not asking for a commitment right now.

MR. CITRON: Yes, I don't know.

COMMISSIONER CHERWIN: I do think we should explore it.

MR. CITRON: The answer is we could look at that. So, those would be, are probably the only two things that we can look at. The density is the density of the project, what we need to make this work.

COMMISSIONER CHERWIN: I get that.

MR. CITRON: But again, density really translates, my understanding of externalities, the density in truth really just looks at traffic. We've already proven that the traffic is not going to go there. I know no one trusts it, I get it. No one in the audience trusts that. But, so there is a potential solution to that that they would trust, which is to keep our traffic, whatever that is, whether it's five percent or 15 percent, it's not going to go higher than that in reality, just to keep it off of St. James, which again, we're okay with. So, we'd like the opportunity to sit down with the Police Department and with the Fire Department and see if we can work out some compromise to do that.

We can also at the same time look at some setbacks for the remainder of the building, so long as, we're telling you straight out we can't move that garage without losing additional spaces. It just doesn't work.

COMMISSIONER SIGALOS: Can I ask a question? You make that statement, but you're over-parked. You don't need as many parking spaces as you have.

MR. CITRON: We're over-parked according to your code which is where there was some discussion with Staff, but we're parked at what Staff is comfortable with based on other developments in downtown. We would be happy not to build that lower level, okay. We're expending, as Chairman Green indicated, we're expending a lot of money to build those additional parking spaces below grade. If we had to put all of them below grade, there's no

project here. It truly doesn't work. We stretched to put that additional parking in below grade, but again, our original proposal was for 180 spaces. I'm sorry, go ahead.

MS. LAMBERT: No, it's okay. I think what's also important to understand, the way that the parking garage is configured is that essentially the easternmost half is sloping in order to get to the second level. So, the entire concept basically is predicated upon the length of that garage, because if you start to trim five feet off of it, we actually don't have the length in order to make that work. So, you know, there are other ways to configure the garage, but they would be a way lower efficiency than what we're able to achieve here.

So, unfortunately, it's not as much as, you know, it's not as simple as taking five spaces away. You'd be looking at taking 40 spaces away or whatever it would end up being.

COMMISSIONER LORENZINI: You know, all this discussion is interesting, but I think even if we figured out the way to close the street, I don't think that's really going to address the major concerns the residents have.

COMMISSIONER SIGALOS: No.

COMMISSIONER LORENZINI: So, I think we need to take a vote tonight one way or the other.

COMMISSIONER JENSEN: I didn't get a second.

COMMISSIONER SIGALOS: Yes, I mean, just because this, I mean, in my opinion, just because this fits what's in the zoning, the current zoning, doesn't mean it's the right project for that site. Doesn't mean it.

COMMISSIONER CHERWIN: Well, and to be clear, it doesn't totally fit within the zoning, otherwise we wouldn't be here, right? There are some variations, that's why we're here.

COMMISSIONER SIGALOS: Right, right.

COMMISSIONER CHERWIN: I mean, there are some modest requests.

COMMISSIONER SIGALOS: Yes, but I mean --

COMMISSIONER ENNES: Sam, correct me if I'm wrong, they don't need a positive vote from us to go to the Village Board?

MR. HUBBARD: No, correct.

COMMISSIONER CHERWIN: The consequence of a negative vote, Mr. Hubbard?

MR. HUBBARD: It changes the requirement at the Village Board from a majority to a super majority for the variations.

COMMISSIONER JENSEN: I think you're going to find that the Board, although it's probably bad to project, that they're going to be much more sensitive to the character of the neighborhood argument because I've seen them turn down a fair number of things that actually this Commission passed with a positive recommendation and they didn't get past the Board. I think you're going to run into that problem at the Board. So, if you're going to make this project work, you're probably going to have to make some modifications that take into account all that you heard from the folks who gave you an impassioned assessment of the situation. I think you're going to run into that much more so with the Board than you do with us.

MR. CITRON: I appreciate the comments. Again, we are willing to take another stab at it within the, the things I've said that we can look at, that's where we're at right now with this project. I didn't want to make promises that we couldn't keep. So, if it means continuing this and coming back with you and maybe we have the same results when we come

back to you, we're willing to do that. Otherwise, we'll take the vote and go to the Board and see what happens at that point in time.

I'm not looking forward to requiring a super majority if in fact that's the way this vote goes down. We have met the standards in your ordinance, and I think the Chairman has pointed that out, that that is the purview. I'm trying not to be too much like a lawyer. Again, I can't help myself having done this for 40 years, but we meet the standards.

The question of are we, you can deal with the issues over adjacency and whether we're in the neighborhood or not in the neighborhood, that's what's driving a lot of these votes. We are in the B-5 District. We are across the street from R-6. We meet the standards.

So, I am asking you if we do go through a vote today, to look at the standards as written in your ordinance, but with that, we are willing to continue this and take another shot at some of these issues. Thank you.

COMMISSIONER JENSEN: Sam, if you don't get a second and it just dies, what happens at this point? It goes to the Board with what?

MR. HUBBARD: Well, somebody else could make a motion.

COMMISSIONER JENSEN: Yes, but assuming we get no motion at all?

MR. HUBBARD: Yes, if no motion passes, then it would move forward without a recommendation.

COMMISSIONER JENSEN: They don't need a super majority or they do?

MR. HUBBARD: No, I think it's the same thing. Without a positive recommendation, then it needs a super majority at the Village Board, I believe, on variations.

COMMISSIONER JENSEN: Which would be how many votes out of?

MR. HUBBARD: Out of the nine members, you would need at least six.

COMMISSIONER LORENZINI: I think we should proceed and finish our job tonight. I'll second the motion.

ACTING CHAIRMAN GREEN: Roll call vote.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: No.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes. With comment.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: No.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: No.

MR. HUBBARD: Acting, I'm sorry, who did I forget? Did I forget someone?

ACTING CHAIRMAN GREEN: Ennes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: No, with comment.

MR. HUBBARD: And Acting Chair Green.

ACTING CHAIRMAN GREEN: Yes.

MR. HUBBARD: So, we have comments from Lorenzini and Ennes.

COMMISSIONER LORENZINI: I guess my comment is, even though I voted yes, I think the group here made a very, very strong argument that it doesn't fit in with the character of the area. But the thing that had us most concerned about is the one area across the street that's meant to be transitional, I'm sure that was made transitional well after many years,

well after that building was built. So, it's kind of, it's meant to be transitional but really it could never be, so we really don't have a transitional area to rely on to transition into this building.

It would be nice if we could make it a little smaller, a little less dense and maybe get some of it underground. I know there's a big expense for that, but it would be nice if we could get this building not quite as big as it is looking now for the residents.

COMMISSIONER CHERWIN: Can I make a comment?

ACTING CHAIRMAN GREEN: Whoever is next.

COMMISSIONER CHERWIN: I like this project, I want to see it work, and I really want to see the neighborhood association understand what's going on here. I mean, the Soviet style KGB outpost that's there now is not a good thing for anybody. Businesses need heads, they need people. If you want a nice, vibrant downtown community, guess what? People have to live there. It's not always going to stay the same, you know. So, if the developer comes, you know, I voted no, my hope is that the developer and you guys can talk, there can be some adjustments made, and by the time it goes to the Board we agree on something that the Board is comfortable with.

But this is not good for anybody if it stays like this and it's not good for Arlington Heights. You're not doing your neighbors any favors by leaving this thing vacant. So, keep that in mind if we all want to be good neighbors. Besides that, the Village of Arlington Heights has made policy decisions that are affecting this developer and what any developer is going to be able to do there, that's outside of any developer's control. So, if you have issues about that, then that's properly addressed at the Board level.

COMMISSIONER ENNES: My comment is I agree, I like the project. I just don't think, I think there are some things that could be done to soften the impact on the neighborhood. I hope you guys can come to terms to it because I agree with Commissioner Cherwin that it would be a vast improvement to what's there.

COMMISSIONER JENSEN: Well, I feel the same way. I think a project that does something here is very important. But I keep coming back to Mr. Lewis who made the remark is this the best you can do, can you do better? I sense that the neighborhood wants to have something there other than those buildings that are there because they've been empty and they look horrible. They're not a nice thing to look at. But you haven't totally sold them on this, and I'd like to see a project go forward here. I think you can do better.

ACTING CHAIRMAN GREEN: So, you've heard our vote and it's been denied. Our recommendation will move to the Trustees, the date being, do you have a date certain?

MR. HUBBARD: We're tentatively targeting June 5th, but we'll be in communications with you to confirm that date.

ACTING CHAIRMAN GREEN: Thank you for coming in.

Sam, should we extend this a little bit further for our second agenda item here tonight?

MR. HUBBARD: If the Commission is so inclined, I would recommend at least another extension until maybe 11:15-11:30.

COMMISSIONER CHERWIN: I move to extend to 11:30.

ACTING CHAIRMAN GREEN: Can somebody second that?

COMMISSIONER JENSEN: Second.

ACTING CHAIRMAN GREEN: Roll call vote?

MR. HUBBARD: Voice vote.

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: Voice vote, I'm sorry.

COMMISSIONER CHERWIN: I also move to allow Joe to be able to go to the bathroom.

COMMISSIONER ENNES: Yes, I feel you.

COMMISSIONER CHERWIN: Do we have a second?

ACTING CHAIRMAN GREEN: I think we should take a five-minute recess while the room is emptying as they're going home and the next Petitioner is, we'll wake them up and bring them up.

MR. HUBBARD: All right, so do we have a, is this a five-minute recess?

ACTING CHAIRMAN GREEN: Yes, five-minute recess.

(Whereupon, at 10:53 p.m., the public hearing on the above-mentioned petition was adjourned.)

APPROVED

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, RON LeGRAND, SR., depose and say that I am a digital court reporter doing business in the State of Illinois; that I reported verbatim the foregoing proceedings and that the foregoing is a true and correct transcript to the best of my knowledge and ability.

_____
RON LeGRAND, SR.

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF

_____, A.D. 2023.

_____
NOTARY PUBLIC

VILLAGE OF ARLINGTON HEIGHTS

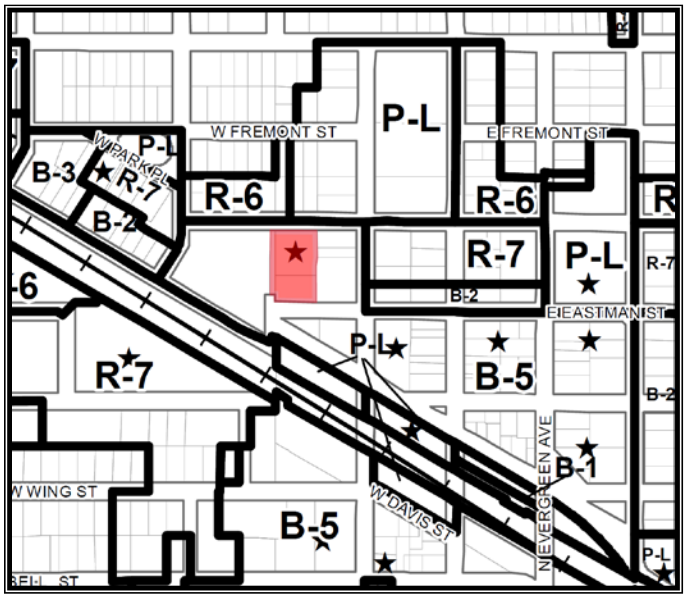
STAFF DEVELOPMENT COMMITTEE REPORT

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

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: May 24, 2023*
***Date Prepared**: May 19, 2023*

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

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



SURROUNDING LAND USES

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

Requested Action:

1. Planned Unit Development to allow a 150-unit multi-family residential development on the subject property.
2. Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
3. Conceptual Special Use Permit approval for a restaurant on the subject property.

Variations Required:

- Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet.
- Chapter 28 of the Municipal Code, Section 6.1-5.1, to allow tandem parking spaces.

Project Background:

The subject property is 43,581 square feet in size (1 acre) and currently occupied by two office buildings, each of three stories in height. Along the western side of the site there is a private street (Highland Avenue) that is split between the subject property and the property to the west and located within a 33-foot wide easement for pedestrians and motor vehicles. Half of that easement is located on the subject property (16.5') and the other half is located on the property to the west (210 W. Northwest Highway). The subject property was originally approved as a PUD in 1965 to allow a three-story office building and a seven-story apartment building with 65 units. After the three-story office building was constructed on the north side of the site, the PUD was amended in 1968 to eliminate the residential component and construct a second three-story office building in its place. To the west of the site is a B-5 zoned property developed with a multi-tenant office building including a real estate office (Baird & Warner) and the Village Bank & Trust (including drive-thru lane). To the east of the site is a B-5 zoned property developed with a two and a half story office building occupied by AT&T. To the south is single-story commercial building in the B-5 District and to the north are single-family homes zoned R-6 (Multiple-family Dwelling District) and a surface parking lot owned by the Village (zoned P-L Public Land).

Existing access to the site comes from a curb cut on St. James Street to the north and a curb cut on Eastman Street to the south. Additionally, the shared private drive aisle on the west of the site (Highland Avenue) provides a third means of ingress/egress, which operates in a one-way fashion from south to north and connects St. James Street to Eastman Street.

The petitioner, Mylo Residential Arlington Heights Property LLC, has purchased the property and is proposing demolition of the existing buildings and site improvements, and constructing a seven story multi-family rental building with 150 residential units and ground floor commercial space intended to be leased to a restaurant. The development would consist of 15 two-bedroom units (10%), 113 one-bedroom units (75%), and 22 studio units (15%). The ground floor would include approximately 2,000 square feet of commercial space. No commercial space is contemplated along the northern side of the building. On the third floor, the building would be recessed on the western elevation to create a west facing pool deck including lounge chairs and a barbeque station. Additional building setbacks would be located on the north side of the site, where the structure would taper in above the 2nd floor so that floors three through seven are setback no less than 20' from the northern property line. The 7th floor would include a "sky lobby" amenity area on the southwest side of the building.

A partial basement would include 39 below grade parking stalls and the first and second floors of the building would include 162 parking stalls for a total of 201 interior garage spaces, which would be used by the residential tenants of the building. Along Highland Avenue, the streetscape would be altered to include 14 surface parking stalls along the western side of the building, which would be for customers/employees of the restaurant and guests of the residential tenants. In sum, the development would include 215 private parking stalls.

The entrance into the garage would come from the shared private street (Highland Avenue), which would be widened slightly and converted to allow two-way traffic. Access into the garage would be controlled by a garage door and sound/light pedestrian warning system. There would be one curb cut along Eastman located at the south of the site, which would lead to a 10' x 35' loading zone at the southeast corner of the building. Fifteen bike parking spaces would be located within a storage room inside the garage.

The key development attributes and primary code analysis is shown in the chart on the next page:

Key Development Attributes

	Eastman Development
Total Number of Units	150
Studio	22
1-Bdrm*	113
2-Bdrm	15
Commercial (Sq. Ft.)	1,967 sq. ft.
Height	82'
Overall Number of Bedrooms	165
Bedrooms Per Unit*	1.1
Parking Stalls (Residential)	201**
Parking Stalls Per Unit (Residential)	1.34
Parking Stalls Per Bedroom (Residential)*	1.22
Parking Stalls (Non-Residential)	14

* There are 36 one-bdrm + den units which were considered as having one bdrm

** Both spaces in the tandem parking stalls were included

Code Analysis

Setbacks	**Proposed**	**Required/Allowed**
North	0.64'	No requirement
South	0.94'	No requirement
East	0'	No requirement
West	6.11'	No requirement
Building Height	82' (Bldg. roof) 89' (Stairway tower)	90' maximum
Dwelling Units Per Acre	150	140
Minimum Lot Size (density)	43,581 sq. ft.	46,500 sq. ft. min.
Total Parking Spaces	215	160 minimum
Parking Spaces Required (residential)	201	154 minimum
Parking Spaces Required (commercial/office)	14	6 minimum

Downtown Master Plan and Building Height:

The Downtown Master Plan, as amended in 2007, provided a wide range of recommendations to improve upon and guide development within Downtown Arlington Heights, ensuring that it remains the business, cultural and entertainment heart of Arlington Heights. Although the subject property was just outside the boundary of the study area within the plan, it is considered part of the downtown core and the proposed development helps to achieve several of the objectives identified in the Plan:

1. *Promote diversity and concentration of use in the downtown core*. The proposed development includes a high concentration of residential uses complimented with a moderate ground floor

commercial space, providing diversity of use. The residents will patronize downtown Arlington Heights businesses, contributing to the vibrancy and diversity of commercial opportunities within the downtown core.

2. *Create a quality pedestrian environment*. The proposed development will refurbish the downtown streetscape along Eastman and will incorporate decorative paving through the southwest corner of the site and along the private portion of Highland Avenue. Public pedestrian access through the private portion of Highland Avenue will be preserved.
3. *Strengthen downtown's residential base by encouraging additional residential development*. The Eastman development will add 150 units to the downtown Arlington Heights residential housing supply.

The maximum building height within the B-5 District is 90 feet, and the proposed project, at 82' in height (89' to top of stair tower) is compliant with this restriction. It should be noted that the B-5 regulations allow buildings up to 140 feet in height, provided that they qualify for certain height bonuses as outlined within the Zoning Code. The proposed development has not opted to take advantage of the height bonus allowances within the B-5 District and is slightly below the maximum permitted height. Although the subject property is outside of the primary study area within the Downtown Master Plan, the Plan and task force included recommendations for sites on the fringe of the downtown area, including the subject property. For this area, the Plan recommended buildings between 70'-100' in height. The proposed structure, at 82' in height, complies with this recommendation.

The building height is similar and compatible to other mid-rise structures within the B-5 Downtown District. Moreover, a detailed comparison to the existing mid-rise structures within downtown Arlington Heights shows that the proposed building is on the lower end of the varied mid-rise building heights in downtown Arlington Heights and the B-5 District. The table below shows the subject property in relation to the approximate height of similar multi-story B-5 developments. Exhibit 1 at the end of this report includes a graphic that visually depicts the proposed building height in relation to the existing building heights in Downtown Arlington Heights to the south and southeast.

South of Metra Tracks:	**Height**
Dunton Tower	138'
Arlington Town Square	140'
Metropolis Building:	81'
Village Green Development:	
Campbell Building	98'
Vail Building	93'
Wing Building	116'
Metro Lofts	84'
Arlington 425 (approved heights):	
Campbell Building	111'
Chestnut Building	58'

North of Metra Tracks:	**Height**
Hancock Square:	
East Building	97'
West Building	67'
201 N Vail	85'
Parkview	89'

Proposed Development	82' (roofline)

With regards to the single-family structures to the north and northwest, the proposed development has included the aforementioned 20' building setback after the 2nd floor on the north side of the building to create a more compatible structure given the single-family residential community to the north/northwest.

Zoning and Comprehensive Plan

The subject property is zoned B-5, Downtown District, which allows mixed-use development with ground floor commercial spaces and multi-family units above. However, multi-family uses without ground floor commercial spaces are not a permitted use within Downtown Arlington Heights. At less than 2,000 square feet in size and around only 6% of the overall ground floor footprint, the size of the commercial space is not large enough to qualify this development as "mixed-use". Accordingly, a Land Use Variation to allow a predominately multi-family residential development is required. Additionally, all developments in the B-5 District are required to receive Planned Unit Development (PUD) approval. With regards to the requested Land Use Variation and property usage, the petitioner as submitted a written response to the four criteria necessary for variation approval, which has been transmitted to the Plan Commission as part of the materials for this application. The four standards for approval are:

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

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

1. The location of the subject property, on the northern edge of downtown Arlington Heights, makes the small size of the ground floor commercial space preferable. A code compliant commercial space at 50% or more of the ground floor, would bring activity and traffic closer to the single-family homes along St. James Street. The small size of the ground floor commercial space, at 2,000 square feet, in combination with its location at the southernmost portion of the site, helps to make this development more compatible with neighboring uses while still maintaining street front activity on the south side of the site adjacent to downtown.
2. The location of the property on the fringe of the Downtown area is somewhat unique with single-family homes located directly across the street. The existing office space on the subject property is vacant, somewhat blighted and in need of revitalization, and the office market is trending towards increased vacancy over the last several years.
3. The proposed multi-family use does not represent a threat to the public heath, safety, morals, comfort, or general welfare of the people working or residing in the vicinity of the subject property. Multi-family uses in fringe B-5 locations adjacent to single-family homes can be found in other areas of Downtown Arlington Heights.
4. The requested variation is the minimum variation necessary to allow a reasonable development on the subject property.

Two additional variations are required, one relative to density and one relative to the provision of tandem parking spaces. Each variation will be discussed in detail later within this report.

It should be noted that any future restaurant within the commercial space will need approval of a Special Use Permit or Special Use Permit Waiver (if eligible). Since a tenant has not yet been identified for the commercial space, only conceptual approval of the future restaurant can be granted at this time. In order to qualify for a liquor license, the provision of food service will be required.

The Comprehensive Plan designates the property as Mixed-Use and the proposed multi-family use (with limited commercial space) is generally compatible with this designation. No amendment to the Comprehensive Plan is warranted. Impact fees (schools, parks, library) shall be required for all residential units within the development.

Market Study

The petitioner has submitted a comprehensive market study that analyzed the local market conditions and evaluated the proposed development in relation to potential competitors. The study has found similar developments in the Northwest Suburban Cook County submarket to be at 97.5% occupancy, noting that 95% occupancy is considered full. The study finds that the "full" state of the multi-family rental market means that pricing will continue to escalate with rents rising 3-4% per year. At an expected average rental rate of $2.89 per square foot, the proposed development is on the higher end compared to the approximately 2,900 rental units studied within the submarket area. However, the study finds that the desirable location in downtown Arlington Heights, in combination with the generous amenities within the development, will lead to an absorption rate of around 9-10 units per month, which is in line with industry standards.

Conceptual Plan Review Committee

On July 13, 2022, the petitioner appeared before the Conceptual Plan Review Committee for a preliminary review of the development concept. The Conceptual Plan Review Committee members were generally favorable towards the project and did not express any major concerns. There were some questions on the location of the structure directly abutting the eastern property line and future redevelopment on the property to the east, and the committee members encouraged the petitioner to hold a neighborhood meeting with surrounding property owners prior to appearing before the Plan Commission.

Neighborhood Meeting

In early August of 2022, the petitioner sent invitations to all neighboring property owners within 250 feet of the property informing them of a neighborhood meeting they could attend on August 23, 2022. On the evening of August 23, the petitioner met with some of the neighboring property owners to present their concept and understand what concerns the neighbors may have. Per the petitioner, three main concerns were identified: 1) traffic on St. James Street and neighborhoods desire to restrict Highland Avenue access to St. James Street, 2) modifications to the garage façade to make it more compatible with the residential neighborhood to the north/northwest, and 3) the possibility of reducing the height of the structure by placing parking underground.

Design Commission

The petitioner appeared before the Design Commission on March 13, 2023 to discuss the building architecture and compatibility of the design. The Commission required modifications to improve the appearance and to address certain issues, and continued the project until the next month. Subsequently, on April 12, 2023, the Design Commission voted 4-0 in favor of a recommendation of approval of the project, subject to two recommendations and one condition of approval. The recommendations dealt with confirming details on the project rendering and the requirement relates to the positioning of the louvers on the garage to prevent light spillover to the residential homes to the north.

Housing Commission & Affordable Housing

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

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

On April 19, 2023, the petitioner appeared before the Housing Commission, which resulted in a 5-0 recommendation of approval of the project, which will provide a minimum of 10 onsite affordable units within the development and provide a fee-in-lieu-of payment for the remaining units required-but-not-provided onsite. It should be noted that Section 7-1709, Development Cost Offsets, of the Inclusionary Housing Ordinance allows density bonuses (at the discretion of the Village Board) equal to no more than one market rate dwelling unit for each required affordable dwelling unit constructed within the building. At 150 units proposed on the site, the development is 10 units above maximum allowable density requirements for the B-5 District. Accordingly, the following variation is required:

- **Variation to Chapter 28 of the Municipal Code, Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet (or 140 units).**
- **Section 7-1709: Density Bonuses. At the discretion of the Village Board, a density bonus may be provided equal to no more than one market rate dwelling unit for each required affordable dwelling unit constructed on the site of the Covered Development Project.**

The Staff Development Committee believes that the necessary justification for approval have been met as the requested density increase complies with the density bonus provisions as allowed by the IHO. The increase in units is the minimum necessary to comply with code; no increase beyond the IHO allowed bonus has been requested.

Impact on School Districts

Given the high proportion of studio and one-bedroom units (90% of the overall unit mix), it is not expected that the proposed development will result in a substantial increase in student enrollment. Using enrollment data from similar market rate rental developments in downtown Arlington Heights from the last five years, staff anticipates that the proposed development will yield approximately four elementary aged children, two middle school aged children, and three high school aged children, for a total of nine additional students within the local school system. The subject property feeds to Olive-Mary Stitt Elementary School, which is currently undergoing a building addition to allow for increased student enrollment. Staff reached out to School District #25 and #214 to provide them info on the development and estimated enrollment figures.

Construction Staging

The petitioner has provided a preliminary construction staging plan as part of their Plan Commission application. As part of building permit review, the petitioner will be required to provide a final construction schedule and logistics plan that identifies staging areas, material storage, lane closures, and construction worker parking for review and approval by the Village. Construction traffic shall be limited to pre-approved lanes and locations to be determined by the Village, and construction entrances must be designed to keep truck traffic off of St. James Street. Emergency access must be maintained at all times during each phase. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors, and patrons of the downtown and nearby vicinity. The developer shall explore a temporary construction easement with the neighboring property to the west, which would allow Highland Avenue to be partially closed and the construction trailer and material storage to be relocated to Highland Avenue and away from the residential areas to the north.

Site & Building Analysis:

Overall, the site has been thoughtfully designed with the primary activity components isolated to the south of the site and closer to downtown, while the north side of the site is less active and has been designed to minimize disturbance to the single-family homes to the north. Specifically, the southern side of the site includes the primary entrance to the apartment building, commercial business entrance, and loading zone. Utility infrastructure was sited on the southwest side of the building and screened with building walls. The terraces on the north will be private for the residents of each unit and not active spaces for the larger building community. The pool deck was located on the western side of the building and does not directly face any single-family homes.

In working with staff, the petitioner has made several additional improvements to the project:

- Reduced the overall density from 154 units to 150 units.
- Increase the parking supply from 180 parking spaces to 201 parking spaces for the residential units.
- Increased the number of onsite affordable units from 8 to 10.
- Relocated the garage driveway entrance from St. James Street (as proposed in the conceptual planning stage) to Highland Avenue.
- Included a 20' third floor building setback along the north side of the site.

There are several key areas of the plan that merit discussion as outlined below:

Building Considerations:

In order to facilitate safe pedestrian movements across the garage entrance along the western side of the building, the structure will be equipped with an audio/visual warning system consisting of lights and verbal "warning" queues. Given that that access to the garage will be controlled by a garage door, cars will be entering and exiting the garage at a slow rate of travel, however, the additional warning system will ensure that pedestrian safety is maintained. The audio/visual system will be required to include a mechanism to reduce the volume of the warning queues during overnight times.

The petitioner has done a good job of locating utility/back-of-house building elements, such as the generator, transformer, and utility meters to locations that are screened and/or less visible from public view. However, the height of the proposed transformers along the western side of the building is not yet known, whereas the building wing walls, which provide screening for the transformers, are proposed at 6' in height. Should the transformers be taller than 6' in height, the size of the building wing walls will need to be increased. As such, the SDC recommends a condition of approval requiring all building-mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturers specifications on sound levels and attenuation (and capacity for additional sound attenuation around larger mechanical units) must be provided for Village review. With regards to the rooftop mechanical units, the location of the northernmost Roof Top Unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.

Although the pool deck is proposed along the western elevation of the building and partially shielded from the single-family homes to the north/northwest, usage of the pool could potentially create a nuisance if left unsupervised. The petitioner has stated that no exterior speakers will be installed on the outdoor pool/BBQ

grilling deck, and hours of operation will prohibit usage between 10:00pm to 10:00am Sunday through Thursday and from 11:00pm to 10:00am on Friday and Saturday. Any personal speaker usage on the outdoor deck must cease by 9:00pm on any day. Usage of the outdoor deck area must abide by these restrictions and the petitioner must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances, and a condition of approval outlining such has been included below.

The Building and Life Safety Department and Fire Department have both reviewed the Eastman project and do not have any significant concerns relative to fire/emergency services access. The proposed structure will be required to comply with all applicable building and fire code requirements. The petitioner must continue to work with the Village on the design of the Fire Department Connection (FDC) on the south side of the building. As the building wall is only 1-foot setback from the sidewalk/public way, the FDC must be low profile/flush against the building wall to avoid encroachment out into the public way. A condition of approval to address this has been recommended below.

Finally, the petitioner shall continue to work with the Village on the proposed lights along the northern elevation to the buildings. Specifically, five lights have been proposed along the northern elevation, to be mounted at 13' in height. Staff would like to ensure that this equipment is angled downwards and includes features to shield/block glare and spillover, and the petitioner shall be required to work with the Village to ensure that they are angled towards the ground and include adequate shielding/cutoffs.

Streetscape Improvements

The petitioner will be required to reconstruct the streetscape along the north side of Eastman abutting the subject property. The existing streetscape in this location does not contain any street trees and includes one light pole that is located in the middle of the sidewalk. The developer will be required to install a streetscape along Eastman that is compatible with Village standards, including a minimum of three street trees (either in tree grates or raised planting beds), new sidewalk, and removal/relocation of the light pole in the middle of the sidewalk to a code compliant location. Final details need to be worked out relative to ADA accessible aisles/tree grates, positioning of a new light pole, parking bump-out, and egress doors opening into the public way. The final streetscape along Eastman shall be consistent with Downtown standards and certain modifications may be required at time of building permit (additional sidewalk width, revised tree grates, recessed building doors, sidewalk bump-out at corner, etc.) at the discretion of the Village. A public access easement along a portion of the private sidewalk on Eastman may be required to comply with ADA regulations.

As the private drive aisle (Highland Street) that runs between the subject property and neighboring property to the west is proposed for two-way traffic, new stop signs must be installed. Specifically, a stop sign shall be installed at the northbound approach of the St. James/Highland Avenue intersection, and also at both the eastern and western approaches to the intersection of Highland Avenue/Eastman Street/neighboring property drive aisle. The petitioner will be required to work with the Village to implement these improvements. The Village is also exploring the possibility of a 15-minute loading zone along Eastman Street in close proximity to the building entrance, which could be utilized by parcel carriers and for residential

deliveries. Additionally, the Village is exploring the possibility of a curbed bump-out at the sidewalk crossing on Eastman.

Infrastructure

Preliminary engineering plans have been provided and reviewed as part of this Plan Commission application. Stormwater detention will be required to comply with all applicable Village and MWRD standards, and an underground detention vault has been proposed underneath the private portion of Highland Avenue. As part of building permit issuance, the Village will verify that the structural design of the vault will be sufficient to carry the load of anticipated trucks and fire engines.

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

Parking and Traffic:

The petitioner has provided a traffic and parking study by a certified traffic engineer, which has assessed access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. With regards to traffic, the existing site is occupied by two office buildings totalling approximately 55,500 square feet of floor area, which is currently vacant. To be conservative, the study took traffic counts in January of 2022 while the office buildings were still partially occupied. The traffic consultant took these base traffic counts and added anticipated traffic based on full occupancy of the existing buildings with 55,500 square feet of office space. They then took the base counts and added the anticipated traffic volumes from the proposed Eastman development and compared the two. This comparison is shown below:

Site Trip Generation Comparison

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Offices	710	55,500 sq. ft.	57	8	65	9	45	54
Proposed Site Traffic Volumes (150 units)			14	44	56	48	30	78
		Difference	**-43**	**+36**	**-11**	**+39**	**-15**	**+24**

The proposed development is anticipated to generate similar traffic volumes in the morning peak travel hour (7:45am-8:45am) and a minimal increase to total trips (24 additional trips) during the evening peak hour (4:45pm-5:45pm). From a traffic standpoint, the proposed development is not expected to generate a substantial increase in overall traffic during peak travel times when compared to the existing buildings on the site (should they be fully occupied). All intersections analyzed within the report are expected to continue operating at good levels of service, with the worst movement being the southbound approach of Highland/Northwest Highway. This intersection is under stop sign control and expected to operate at a Level of Service (LOS) delay grade of "C" with an estimated wait time of less than 20 seconds. At an intersection of a neighborhood street (Highland Avenue) with a major arterial (Northwest Highway), a LOS C on the minor approach provides a decent level of service and is not a threat to vehicular or pedestrian safety.

Given the location of the building entrances, traffic patterns, and the street network in the vicinity of the subject property, the traffic study forecasts that the majority of site generated traffic (70%) will arrive and depart the building utilizing Northwest Highway, whereby keeping the majority of traffic off of St. James Street and away from the single-family neighborhood. The petitioner has worked with the Village to appropriately locate the garage entrance, which was originally proposed along St. James Street at the north side of the site, then proposed on Highland Avenue (but still on the northern side of the site), and is now proposed on Highland Avenue but centered towards the middle of the site.

Parking

As outlined above, the subject property will include 201 garage parking spaces (includes 18 tandem style spaces) which will be used for residential tenant and guest parking. The exterior of the subject property will include 14 parking stalls on the eastern side of the private portion of Highland Avenue. In addition, the site has access to 9 additional stalls on the western side of the private portion of Highland Avenue via a perpetual easement with the neighboring property owner. The 14 spaces on the exterior of the site will be used by employees and customers of the commercial tenant, as well as for guest parking for the residential tenants (should additional residential guest parking capacity be necessary). The subject property provides a surplus of off-street parking spaces relative to code requirements and no parking variation is necessary. The parking calculations as based on code requirements are shown on the chart below:

Parking At B-5 Requirements			
Use	**Square Footage / # of Units**	**Parking Ratio**	**Required Parking**
Residential	150		
Studio/1 Bedroom/1 Bedroom + Den	135	1 per unit	135
2 Bedroom	15	1.25 per unit	19
Commercial	1,967		
Restaurant - 1st Flr. (seating area)	1,285	1 Space per 200 sq. ft. of seating area	6
		Total Required	160
		Standard Garage Spaces Provided (Residential)	183
		Tandem Garage Spaces Provided (Residential)	18
		Total Garage Spaces Provided (Residential)	201
		Total Exterior Surface Parking Stalls Provided (Commercial)	14
		Total Provided On-site	215
		Surplus / (Deficit)	**55**

However, the Village has found demand for multi-family residential rental properties within the downtown core to be around 1.3 parking spaces per residential unit. This is consistent with the most recent approval for the Arlington 425 project, which is a 319-unit multi-family rental project in downtown Arlington Heights. Additionally, the 4 N. Douglas apartment project, which is in the R-7, Multi-Family Dwelling District and currently under construction just outside of the downtown fringe (but walkable to downtown), is providing parking at a rate of 1.5 parking spaces per residential unit. While the proposed development has a slightly higher percentage of studio and one-bedroom units than both of those projects, the Staff Development Committee has worked with the petitioner to increase the proposed parking supply to comply with this ratio. As a result, the project provides 1.34 parking spaces per unit. If a conservative approach is taken and each one-bedroom-with-den unit is considered as having two-bedroom, the this translates to exactly one parking

space per bedroom. The Staff Development Committee believes that adequate residential parking has been provided to accommodate for expected demand.

However, to manage parking, the petitioner will need to abide by the following restrictions:

1. **Residential parking spaces within the garage shall be leased separately from units and shall not automatically be included within any residential lease**. As parking spaces will be assigned to specific units, it would not be prudent to automatically assign a parking space to a tenant who doesn't have a car as this would preclude that space from being available to a tenant who does own a car.
2. **Any tenant desiring two parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units) if tandem spaces are available. Only after all tandem spaces are leased may the remainder of the parking spaces be leased by tenants desiring two parking spaces**. This will ensure that the second space within a tandem parking space is utilized, which is necessary to accommodate for expected residential parking demand.
3. **No more than 51 tenants shall lease two spaces within the garage**. This restriction will ensure that every residential unit has access to at least one parking space.
4. **No residential unit shall lease more than two parking spaces within the garage.** This restriction will ensure that every residential unit has access to at least one parking space.
5. **Residential guest parking within the garage shall be made available.** This restriction will open up the garage for residential guest parking, should unleased spaces be available, whereby removing this demand from the exterior parking spaces and increasing the supply for the commercial user.

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

With regards to the commercial parking spaces, the subject property includes 14 spaces on their privately owned portion of Highland Avenue. As outlined above, an additional nine spaces are and located on the western side of Highland Avenue and are available via a perpetual easement with the neighboring property owner to the west. This totals 23 off-street parking stalls for the approximately 2,000 square foot restaurant space and for residential guest parking. The parking study has utilized Urban Land Institute (ULI) data to analyze the expected restaurant parking demand and found peak demand to be 23 parking stalls. The Village has utilized Institute of Traffic Engineer (ITE) data to forecast peak restaurant parking demand and found demand to be somewhere in the range of 30-40 vehicles at peak times. In addition to the 23 off-street parking spaces, there are 20 on-street spaces along Highland and Eastman, which are not heavily used. The Staff Development Committee does not believe that the proposed development will have a detrimental commercial parking impact.

The petitioner has proposed bike parking spaces at 1 per 10 units (15 total), which staff believes to be acceptable and notes is identical to the ratio required for multi-family developments in the R-5, R-6, and R-7 zoning districts. There is no formal bike parking requirement for PUD's in the B-5 district. With regards to the 18 tandem parking spaces proposed within the garage, the following variation is required:

- **Chapter 28 of the Municipal Code, Section 6.1-5.1, to allow tandem parking stalls.**

The Staff Development Committee is supportive of this variation and notes that structured parking contributes significantly to development costs. In a downtown environment where space is at a premium, the provision of onsite parking stalls becomes a hardship and it is not uncommon to see tandem parking stalls in other locations within downtown Arlington Heights. Both the Wing Street Building and Sigwalt 16 developments were approved for variations to allow tandem parking stalls and the requested variation will not alter the essential character of the locality.

Loading:

Per code, one loading zone is required for the proposed development. One loading zone will be located at the southeast side of the building, which complies with code. This loading zone shall be utilized for residential move-ins/move-outs, loading/unloading for the commercial space, and trash collection. These activities shall be prohibited from occurring on-street. All residential move-ins/outs and commercial deliveries must occur between the hours of 7:00am to 7:00pm. As mentioned above, the Village is analyzing the possibility of an on-street drop-off/pick-up zone in front of the building, which could be used for residential deliveries/parcel services.

RECOMMENDATION

The Staff Development Committee has reviewed the requested Planned Unit Development to allow a 150-unit multi-family residential development on the subject property, Land Use Variation to allow a predominately multi-family residential development in the B-5 District, and Conceptual Special Use Permit approval for a restaurant on the subject property, along with the following variations from Chapter 28 of the Municipal Code:

1. Section 5.1-14.1, to allow 150 units on a 43,438 square foot lot where code requires a minimum lot size of 46,500 square feet.
2. Section 6.1-5.1, to allow tandem parking stalls.

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

General

1. The outdoor roof deck area along the western side of the building shall be restricted from use between the hours of 10 pm to 10 am Sunday through Thursday and from 11 pm to 10 am on Friday and Saturday. There shall be no building-mounted or permanent speakers/audio system installed on the outdoor pool deck. All personal music and speaker usage on the outdoor deck must end by 9pm on any night. Usage of the outdoor deck area must abide by these restrictions and the Applicant must take any action necessary should the Village notify them of complaints of excessive noise emanating from the outdoor deck usage on the subject property. The Village reserves the right to establish additional restrictions on the general usage times and music/sound from said outdoor deck should the occupants of the subject property fail to abide by these restrictions or cause excessive nuisances.
2. All restaurants that desire to operate within the PUD must obtain a special use permit or receive a waiver of the special use permit requirement if deemed acceptable by the Village.
3. At time of application for building permit, the Applicant must provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking for review and approval by the Village. Any work taking place within the right-of-way must be scheduled to minimize disruption to other businesses, residential neighbors,

and patrons of the downtown and nearby vicinity. Construction traffic must be limited to pre-approved lanes and locations to be determined by the Village. The petitioner shall provide a truck parking and truck access plan for review and approval by the Village. Emergency access must be maintained at all times during each phase.

4. Conversion of the building from rental to condominium units will require an amendment to the Planned Unit Development and the provision of sufficient parking for such change as determined necessary by the Village.
5. The Applicant must provide all required impact fees in accordance with the requirements of Chapter 29 of the Village Code.
6. The Applicant is responsible to ensure that the Planned Development is and remains in full compliance with the requirements of Article XVII of Chapter 7 of Village Code, being the Village's Inclusionary Housing Ordinance, and the Village's Inclusionary Housing Guidelines, including, without limitations, the following:
    a. Providing, at a minimum, 10 actual on-site units (a minimum of 5% of the total units) in the Planned Development and fee-in-lieu for 1.25 units (a maximum of 2.5% of the total number of units) or a total of 11.25 units (7.5% of the total number of units) in compliance with Section 7-1707(b)(3) of the Village Code.
    b. Satisfying all conditions and requirements necessary for Applicant to obtain development cost offsets pursuant to Section 7-1709 of the Village Code, including, without limitation, obtaining density bonuses pursuant to Section 7-1709(a).
    c. Ensuring compliance with all other provision of the Inclusionary Housing Ordinance and the Inclusionary Housing Guidelines as applicable.
7. The Applicant must comply with all Federal, State, and Village codes, regulations, and policies.

Parking Related

8. Parking within the garage shall be operated as per the below:
    a) Residential parking spaces within the garage shall be leased separately from units and must not automatically be included within any residential lease.
    b) Any tenant desiring 2 parking spaces within the garage must lease tandem spaces (with first priority going to two-bedroom units) if tandem spaces are available. Only after all tandem spaces are leased may individual/single spaces be leased by tenants desiring two parking spaces.
    c) No more than 51 tenants shall lease two spaces within the garage.
    d) No residential unit shall lease more than two parking spaces within the garage.
    e) Residential guest parking within the garage spaces be made available.
9. At the request of the Village, the Applicant must provide details and data on the operation, management, and usage of the parking within the residential garage and on-street parking space usage. If parking issues arise, the Applicant must work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The Applicant must use good faith efforts to implement and enforce the parking conditions and restrictions outlined above.

Loading Conditions

10. Loading operations are restricted to the following:
    a. Commercial/Restaurants: Allowed only between the hours of 7:00am to 5:00pm.
    b. Residential: Residents moving in/out must schedule their loading dock time in advance. Move-ins/move-outs will take place in the loading dock on Eastman and be allowed between the

hours of 7:00am to 7:00pm. Loading operations will be prohibited between the hours of 10:00pm to 7:00am.

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

Traffic/Street Infrastructure Conditions

11. If it is determined by the Village that there is unsatisfactory traffic circulation and congestion within and through the subject property, the Applicant must work with the Village to modify the site circulation and access as necessary to mitigate for any such issues.
12. The Applicant shall work with the Village to implement improvements to the following intersections:
    a) St. James/Highland: Stop sign shall be installed at the northbound approach.
    b) Highland/Eastman/Bank Drive Aisle: Stop signs shall be installed at the eastbound approach and the westbound approach (as feasible) at this intersection.

Site Related

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

Building Related

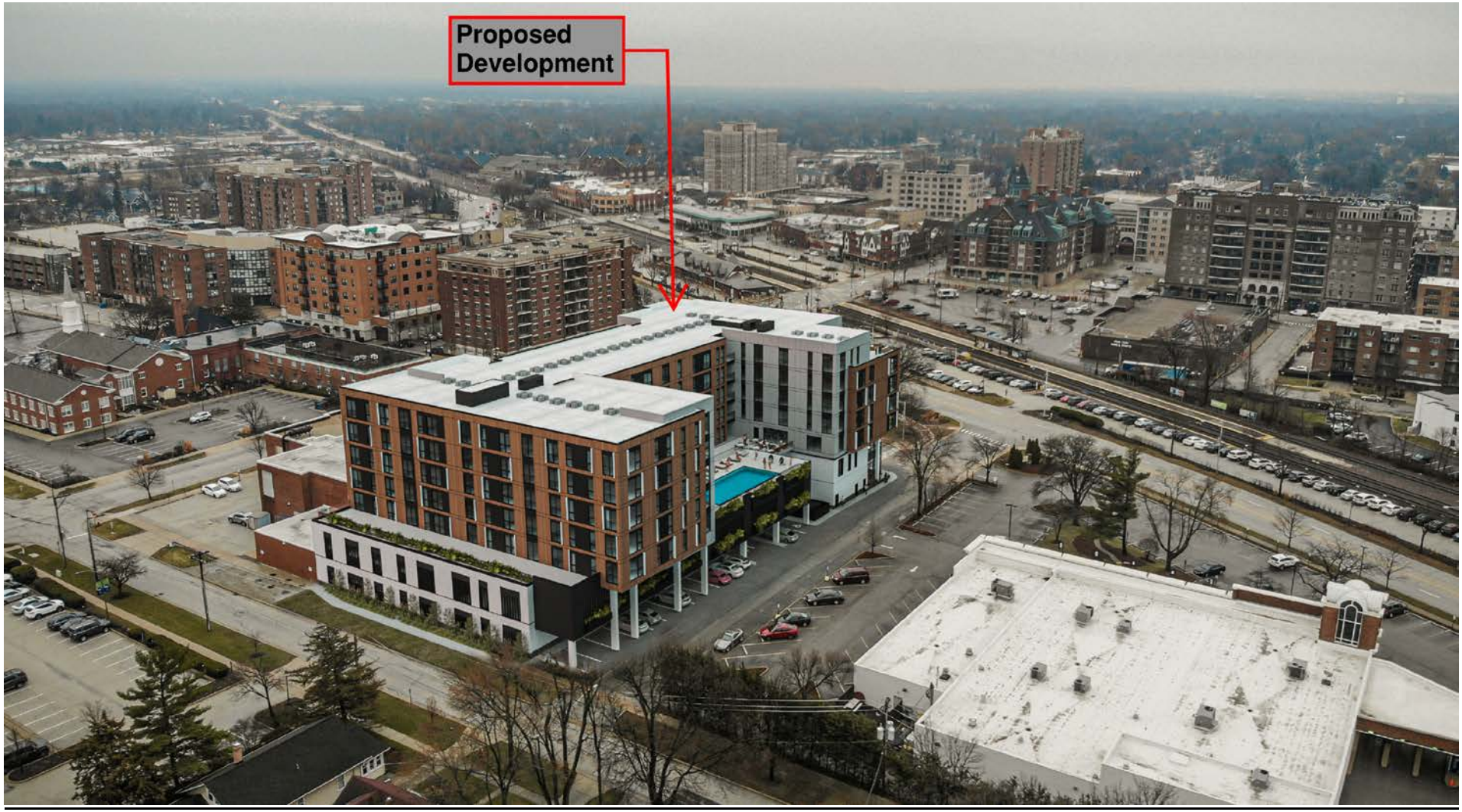
16. The Applicant must comply with all of the requirements set forth in the April 12, 2023 motion of the Village's Design Commission concerning approval of the design for the building within the Planned Unit Development.
17. All building-mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) must be appropriately sited and screened from public view, as determined by the Village. To the fullest extent possible, these elements must be internalized within sound attenuation structures. Prior to issuance of a building permit, additional information/manufacturers specifications on sound levels and attenuation and capacity for additional sound attenuation around the units must be provided for Village review.
18. All utility service lines must be underground.
19. The petitioner shall continue to work with the Village on the design of the proposed Fire Department Connection. Said connection shall be a low-profile design, to the satisfaction of the Fire Department, and shall not encroach into the ROW.
20. The location of the northernmost Roof Top Unit (RTU) shall be shifted further south, as feasible, and screened with additional sound buffering panels as determined necessary by the Village.
21. The petitioner shall work with the Village on the proposed lights on the northern building elevation to ensure that they are located at low elevations and are angled towards the ground.

_____ May 19, 2023

Michael Lysicatos, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Proposed Building Height in Relation to Similar Downtown Structures to South/Southwest



NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON OCTOBER 11, 2023, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 23-002, a request for a Planned Unit Development to allow a 136-unit multi-family residential development, a Land Use Variation to allow a predominately multi-family residential development in the B-5 District, and conceptual Special Use Permit approval for a restaurant on the subject property. The subject property is located at 116-120 W. Eastman Street in Arlington Heights, Illinois. The PIN's for the subject property are 03-29-316-001, 03-29-316-008, 03-30-409-003 and the subject property is legally described as follows:

PARCEL 1:
LOTS 5, 6, 7 AND 8 IN BLOCK 9 IN TOWN OF DUNTON, COOK COUNTY, ILLINOIS, BEING THE WEST ½ OF THE SOUTHWEST ¼ OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNYT, ILLINOIS.

PARCEL 2:
THE EAST 16.50 FEET OF LOT 1 AND THE EAST 16.50 FEET OF THAT PART OF LOT 11 LYING SOUTH OF AND ADJOINING THE SOUTH LINE OF SAID LOT 1 IN BLOCK 6, IN ATKINS ADDITION TO ARLINGTON HEIGHTS, BEING A SUBDIVISION OF THE EAST 1.2 OF THE SOUTHEAST ¼ OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF THE CHICAGO AND NORTHWESTERN RAILROAD, IN COOK COUNTY, ILLINOIS.

As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

- Section 6.1-5.1, to allow tandem parking stalls.
- Section 10.2-8, to allow a 22.1' wide drive aisle where code requires a minimum of 24' in width

The Plan Commission will consider any zoning and Subdivision actions or relief from Chapter 28 and 29 that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals. Complete list of all final zoning actions and staff report may be viewed at www.vah.com.

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Susan Dawson, Chair
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald September 26, 2023 (4605864)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs
Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights, Cook County, State of Illinois, and has been in general circulation daily throughout Cook County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Northwest Suburbs DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 09/26/2023 in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 4605864

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

Name Changes

STATE OF ILLINOIS
CIRCUIT COURT
COOK COUNTY, IL
For Change of Name
Request of:
Kamaya Folashade Thompson
Case No. 2023CONC001370
There will be a court date on my Request to change my name from:
Kamaya Folashade Thompson
to the new name of:
Kay Diamond Thompson
The court date will be held on: November 30, 2023
at 9:30 a.m.
at 50 W. Washington Street
Chicago, IL
in Courtroom via Zoom
/s/ Kamaya F. Thompson
Petitioner
Published in Daily Herald
Sep. 19, 26, Oct. 3, 2023
(4605569)

STATE OF ILLINOIS
CIRCUIT COURT
COOK COUNTY, IL
For Change of Name
Request of:
Sarah Elizabeth Spranger
Case No. 2023CONC001336
There will be a court date on my Request to change my name from:
Sarah Elizabeth Spranger
to the new name of:
Indiga Sarah Elizabeth Spranger
The court date will be held on December 15, 2023,
at 10:30 a.m., at 50 West Washington Street, Chicago, Illinois, in Courtroom
Zoom
/s/ Sarah Elizabeth Spranger
Petitioner
Dated:
Published in Daily Herald
Sep. 12, 19, 26, 2023 (4605209)

STATE OF ILLINOIS
CIRCUIT COURT
COOK COUNTY, IL
For Change of Name
Request of:
Veronika Andreyevna Kudina
AKA Veronika A Kudina
Case No. 2023CONC001358
There will be a court date on my Request to change my name from:
Veronika Andreyevna Kudina
AKA Veronika A Kudina
to the new name of:
Veronika Olga Kudina
The court date will be held on December 1, 2023, at 9:30 a.m., at 50 West Washington Street, Chicago, Illinois, in Courtroom # Zoom
/s/ Veronika Andreyevna Kudina
Petitioner
Dated: September 5, 2023
Published in Daily Herald
Sep. 12, 19, 26, 2023 (4605208)

Mechanics Lien

Toyota 2006 Tacoma V6
5TEUU42N56Z295238
MECHANIC'S LIEN Notice is hereby given that on to sell the following article(s) with the intent to enforce a mechanic's lien pursuant of Chapter 770 ILCS 45-1 et seq and 90-1 et seq., existing under the laws of the State of Illinois against such article for labor, services, skill or material expended upon and storage furnished for such article(s) at the request of the following designated person(s), unless such article is redeemed within thirty (30) days of the first publication of this notice.
Owner Mark Shellberg.
Toyota Tacoma V6
5TEUU42N56Z295238
(630)-629-3900
Published in Daily Herald
September 26, 2023 (4605842)

Did You Know That All Real Estate Advertisments Can Also Be Found Online?

Just Go To:
marketplace.dailyherald.com

Then Click on the Homes For Sale or Rental Links Under the Marketplace Heading to Find All of Your Local Real Estate

Judicial Sales

IN THE CIRCUIT COURT OF THE 19TH JUDICIAL CIRCUIT
LAKE COUNTY - WAUKEGAN, ILLINOIS
TOWD POINT MORTGAGE TRUST 2018-3, U.S. BANK NATIONAL ASSOCIATION, AS INDENTURE TRUSTEE, PLAINTIFF
vs.
UNKNOWN HEIRS AT LAW AND LEGATEES OF CESAR LOPEZ; MARIA L. LOPEZ; MORTGAGE ELECTRONIC REGISTRATION SYSTEMS, INC., ACTING SOLELY AS NOMINEE FOR FIRST NLC FINANCIAL SERVICES, LLC; WILLIAM BUTCHER AS SPECIAL REPRESENTATIVE FOR CESAR LOPEZ, DECEASED; CESAR ARTURO LOPEZ-CAMARGO; JENIFER LOPEZ; UNKNOWN OWNERS AND NON-RECORD CLAIMANTS, DEFENDANTS
NO. 22FC00000625
Judge Donna-Jo Vorderstrasse
Address: 626 North Lewis Avenue Waukegan, IL 60085
NOTICE OF SHERIFF'S SALE OF REAL ESTATE
PUBLIC NOTICE IS HEREBY GIVEN that pursuant to a Judgment of Foreclosure and Sale entered in the above cause on August 24, 2023, I, Sheriff of Lake County, Illinois, will on October 31, 2023 at the hour of 9:30 AM at the Lake County Courthouse, 18 N. County Street, (north entrance), 301 Washington (south entrance), Waukegan, IL 60085 . The sale is located on the 2nd floor of the Washington St. entrance., or in a place otherwise designated at the time of sale, County of Lake, State of Illinois, sell at public auction to the highest bidder for cash, as set forth below, the following described real estate:
LOT 10 IN BLOCK 1, IN DOUGLAS NURSERY SUBDIVISION, BEING A SUBDIVISION OF THE EAST 60 ACRES OF THE NORTH WEST QUARTER OF SECTION 20, TOWNSHIP 45 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF, RECORDED DECEMBER 20, 1926 AS DOCUMENT 291685, IN LAKE COUNTY, ILLINOIS.
COMMON ADDRESS: 626 North Lewis Avenue, Waukegan, IL 60085
P.I.N.: 08-20-105-027
The real estate is improved with a single-family residence.
THE JUDGMENT AMOUNT WAS: $118,555.19
Sale terms: 25% down by certified funds; the balance, by certified funds, is due within twenty-four (24) hours. The subject property is subject to real estate taxes, special assessments or special taxes levied against said real estate and is offered for sale without any representation as to quality or quantity of title and without recourse to Plaintiff and in "as is" condition. The sale is further subject to confirmation by the court.
Upon payment in full of the amount bid, the purchaser shall receive a Certificate of Sale, which will entitle the purchaser to a Deed to the real estate after Confirmation of the sale. The property will NOT be open for inspection and Plaintiff makes no representations as to the condition of the property. Prospective bidders are admonished to check the Court file to verify all information.
Pursuant to 735 ILCS 5/15-1512, the amounts of any surplus bid will be held by the sheriff until a party obtains a Court Order for its distribution, or for 60 days following the date of the entry of the order confirming sale, at which time, in the absence of an order directing payment of the surplus, it may be automatically forfeited to the State without further notice.
If this property is a condominium unit, the purchaser of the unit at the foreclosure sale, other than a mortgagee shall pay the assessments and the legal fees required by The Condominium Property Act, 765 ILCS 605/9(g)(1) and (g)(4).
IF YOU ARE THE MORTGAGOR (HOMEOWNER), YOU HAVE THE RIGHT TO REMAIN IN POSSESSION FOR 30 DAYS AFTER ENTRY OF AN ORDER OF POSSESSION, IN ACCORDANCE WITH SECTION 15-1701(C) OF THE ILLINOIS MORTGAGE FORECLOSURE LAW.
For information: Examine the court file or contact Plaintiff's attorney: Johnson, Blumberg & Associates, LLC, 30 N. LaSalle St., Suite 3650, Chicago, IL 60602, telephone 312-541-9710. Please refer to file number IL 22 9531.
Sheriff of Lake County, Illinois
Johnson, Blumberg & Associates, LLC
30 N. LaSalle St., Suite 3650
Chicago, Illinois 60602
Email: ilpleadings@johnsonblumberg.com
Ph. 312-541-9710 / Fax 312-541-9711
JB&A # IL 22 9531
I3229727 (4605754)

Probate

IN THE CIRCUIT COURT OF COOK COUNTY – ILLINOIS
ESTATE OF ELAINE STRUM,
23 P 006547,
Notice is given to creditors of the death of the above-named decedent. Letters of office were issued to DONNA STRUM, 1048A TALBOTS LANE, ELK GROVE VILLAGE, IL, as Independent ADMINISTRATOR whose attorney is STEVEN R. JOHNSON, LANGHENRY, GILLEN, LUNDQUIST & JOHNSON LLC, 311 S. County Farm Road, Suite L, Wheaton, IL 60187. The estate will be administered without court supervision, unless under section 5/28-4 of the Probate Act III. Compiled Stat. 1992, Ch. 755, par. 5/28-4) any interested person terminates independent administration at any time by mailing or delivering a petition to terminate to the clerk. Claims against the estate may be filed in the office of the clerk RICHARD DALEY CENTER, PROBATE DIVISION, 50 WEST WASHINGTON STREET SUITE 1803 CHICAGO, ILLINOIS 60602 or with the representative, or both, on or before March 26, 2023 or, if mailing or delivery of a notice from the representative is required by section 5/18-3 of the Probate Act, the date stated in that notice. Any claim not filed on or before that date is barred. Copies of a claim filed with the clerk must be mailed or delivered by the claimant to the representative and to the attorney within 10 days after it has been filed. STEVEN R. JOHNSON, LANGHENRY, GILLEN, LUNDQUIST & JOHNSON LLC, 311 S. County Farm Road, Suite L, Wheaton, IL 60187 (630) 653-5775
Published in Daily Herald Sept. 26, Oct. 3, 10, 2023 (4605838)

Probate

IN THE CIRCUIT COURT
OF KANE COUNTY,
ILLINOIS,
Case No. 2023-PR-000358
IN THE MATTER OF THE ESTATE OF
Richard J. Karpowicz
1900 Lin Lor Lane
Elgin, IL 60123
Date of Death:
July 1, 2023
PUBLICATION NOTICE
INDEPENDENT ADMINISTRATION
TO: CREDITORS, CLAIMANTS, UNKNOWN HEIRS AND LEGATEES
1. Notice is hereby given of the death of Richard J. Karpowicz, who died on July 1, 2023, a resident of Elgin, Illinois.
2. The Representative for the Estate is Mark E. Wesa
3. The Attorney for the Estate is: Meghan E. Early, 2400 Big Timber Road, Suite 201A, Elgin, IL 60124,
4. Claims against the Estate may be filed on or before March 12, 2024. Claims against the Estate may be filed with the Clerk of the Circuit Court of Kane County, Probate Division, 540 S. Randall Road, St. Charles, IL 60174 or with the Representative, or both. Any claim not filed within that period is barred. Copies of a claim filed with the Clerk must be mailed or delivered to the Representative and to the attorney within 10 days after it has been filed.
5. On August 17, 2023, an Order Admitting the Will to Probate/Appointing the Representative was entered.
6. Within forty-two (42) days after the effective date of the original Order Admitting the Will to Probate, you may file a petition with the Court to require proof of the validity of the Will by testimony or witnesses to the Will in open Court, or other evidence, as provided in Article VI 5/6-21 (755 ILCS 5/6/21).
7. Within six (6) months after the effective date of the original Order Admitting the Will to Probate, you may file petition with the Court to contest the validity of the Will as provided under Article VIII 5/8-1 of the Probate Act (755 ILCS 5/8-1).
8. The Estate will be administrated without court supervision unless an interested party terminates independent supervision administration by filing a petition to terminate under Article XXVIII 5/28-4 of the Probate Act (755 ILCS 5/28-4).
/s/Mark E. Wesa
Signature of Executor
Published in Daily Herald
Sep. 12, 19, 26, 2023 (4605328)

IN THE CIRCUIT COURT
OF THE NINETEENTH
JUDICIAL CIRCUIT,
LAKE COUNTY, ILLINOIS
PROBATE DIVISION
Estate of James J Turchi
Deceased.
No. 23PR423
CLAIM NOTICE
Notice is given of the death of James J Turchi, of Libertyville, IL. Letters of office were issued on August 24, 2023, to
Steven Turchi
whose attorney is
David A. Semmelman
900 North Shore Dr., #250, Lake Bluff, IL 60044.
Claims against the estate may be filed in the office of the Clerk of the Circuit Court at 18 N. County St., Waukegan, IL 60085 or with representative, or both, on or before March 12, 2024, which date is not less than 6 months from the date of the first publication of this notice and any claim not filed within that period is barred. Copies of any claim filed with the Clerk must be mailed or delivered to the representative and to the attorney within 10 days after it is filed.
E-filing is now mandatory for documents in civil cases with limited exemptions. To e-file, you must first create an account with an e-filing service provider. Visit https://efile.illinoiscourts.gov/service-providers.htm to learn more and to select a service provider. If you need additional help or have trouble e-filing, visit **http://www.illinoiscourts.gov/FAQ/gethelp.asp**.
Steven Turchi
Representative
David A. Semmelman, Attorney
Prepared by:
David Semmelman
900 North Shore Dr., #250
Lake Bluff, IL 60044
847-234-4438 ARDC# 6185975
david@semmelmanlaw.com
Published in Daily Herald
Sep. 12, 19, 26, 2023 (4605265)

When you need help fast try a Classified ad!

Judicial Sales

IN THE CIRCUIT COURT
OF THE 16TH JUDICIAL
CIRCUIT
KANE COUNTY, 540
SOUTH RANDALL ROAD,
ST. CHARLES, ILLINOIS
ESTATE OF Timothy John Vincent, DECEASED.
23 PR 355
Notice is given to creditors of the death of the above named decedent. Letters of office were issued to Thomas Vincent, 1517 Moore Street, Beloit, Wisconsin 53511, as Independent Administrator, whose attorney of record is Roger W. Stelk, Law Offices of Roger W. Stelk, 4256 North Arlington Heights Road, #203, Arlington Heights, Illinois 60004.
The estate will be administered without court supervision, unless under section 5/28-4 of the Probate Act III. Compiled Stat. 1992, Ch. 755, par. 5/28-4) any interested person terminates independent administration at any time by mailing or delivering a petition to terminate to the clerk.
Claims against the estate may be filed with the clerk or with the representative, or both, on or before March 12, 2024, or, if mailing or delivery of a notice from the representative is required by section 5/18-3 of the Probate Act, the date stated in that notice. Any claim not filed on or before that date is barred. Copies of a claim filed with the clerk must be mailed or delivered by the claimant to the representative and to the attorney within 10 days after it has been filed.
E-filing is now mandatory for documents in civil cases with limited exemptions. To e-file, you must first create an account with an e-filing service provider. Visit http://efile.illinoiscourts.gov/service-providers.htm to learn more and to select a service provider. If you need additional help or have trouble e-filing, visit http://www.illinoiscourts.gov/FAQ/gethelp.asp.
Roger W. Stelk
Law Offices of Roger W. Stelk, (6195067)
4256 North Arlington Heights Road, #203,
Arlington Heights, Illinois 60004
(847) 506-7330
I3228852
(4605192)

IN THE CIRCUIT COURT
FOR THE 16TH JUDICIAL
CIRCUIT
KANE COUNTY, 540
SOUTH RANDALL ROAD,
ST. CHARLES, ILLINOIS
ESTATE OF Robert Reed Trippon, DECEASED.
23 PR 330
Notice is given to creditors of the death of the above named decedent. Letters of office were issued to Cheryl Hogan, P.O. Box 831455, Richardson, Texas 75083, as Independent Administrator, whose attorney of record is Joanna Long, Long Law Group, 2323 Naperville Road, Suite 110, Naperville, Illinois 60563.
The estate will be administered without court supervision, unless under section 5/28-4 of the Probate Act (Ill. Compiled Stat. 1992, Ch. 755, par. 5/28-4) any interested person terminates independent administration at any time by mailing or delivering a petition to terminate to the clerk.
Claims against the estate may be filed with the clerk or with the representative, or both, on or before March 12, 2024, or, if mailing or delivery of a notice from the representative is required by section 5/18-3 of the Probate Act, the date stated in that notice. Any claim not filed on or before that date is barred. Copies of a claim filed with the clerk must be mailed or delivered by the claimant to the representative and to the attorney within 10 days after it has been filed.
E-filing is now mandatory for documents in civil cases with limited exemptions. To e-file, you must first create an account with an e-filing service provider. Visit http://efile.illinoiscourts.gov/service-providers.htm to learn more and to select a service provider. If you need additional help or have trouble e-filing, visit http://www.illinoiscourts.gov/FAQ/gethelp.asp.
Joanna Long
Long Law Group (6313370)
2323 Naperville Road, Suite 110
Naperville, Illinois 60563
(312) 344-3644
I3228865
(4605181)

Probate

LEGAL NOTICE
STATE OF ILLINOIS
IN THE CIRCUIT COURT
OF THE 18TH JUDICIAL CIRCUIT
DUPAGE COUNTY, ILLINOIS
IN THE MATTER OF THE ESTATE OF
JEROME J. GORGOSZ
DECEASED
Case No. 2023PR000631
Notice is given of the death of Jerome J. Gorgosz whose address was
865 N. Cass Ave.,
Westmont, IL 60559
Letters of Office were issued September 8, 2023, to
Bernadette Gorgosz
1679 35th St.,
Oak Brook, IL 60523
as Independent Executor whose attorney is
Jonathan A. Thorsness
Claims against the estate may be filed in the Office of Candice Adams, Circuit Court Clerk, 505 County Farm Road, Wheaton, Illinois or with the representative, or both, on or before March 12, 2024, any claim not filed within that period barred. Copies of a claim filed with the Circuit Court Clerk must be mailed or delivered to the representative and to the attorney, if any, within ten (10) days after it has been filed with the Circuit Clerk.
Candice Adams
Clerk of the Circuit Court
Lillig & Thorsness, Ltd.
DuPage Atty. No.: 59575
Attorney for: Petitioner
Bernadette Gorgosz
1900 Spring Road, Suite 200
Oak Brook, Illinois 60523
630-571-1900
ithorsness@lilliglaw.com
Published in Daily Herald
Sep. 12, 19, 26, 2023 (4605263)

IN THE CIRCUIT COURT
OF THE 19TH JUDICIAL
CIRCUIT
LAKE COUNTY, 18
COUNTY STREET,
WAUKEGAN, ILLINOIS
ESTATE OF Gust Papas, DECEASED.
23 PR 176
Notice is given to creditors of the death of the above named decedent.
Letters of office were issued to Kathy Papas, 904 W. North Avenue, Lake Bluff, Illinois 60044, as Independent Executor, whose attorney of record is Dimitra A. Anderson, Anderson Law Offices, PC, 5711 North Lincoln Avenue, Chicago, Illinois 60659.
The estate will be administered without court supervision, unless under section 5/28-4 of the Probate Act III. Compiled Stat. 1992, Ch. 755, par. 5/28-4) any interested person terminates independent administration at any time by mailing or delivering a petition to terminate to the clerk.
Claims against the estate may be filed with the clerk or with the representative, or both, on or before March 19, 2024, or, if mailing or delivery of a notice from the representative is required by section 5/18-3 of the Probate Act, the date stated in that notice. Any claim not filed on or before that date is barred. Copies of a claim filed with the clerk must be mailed or delivered by the claimant to the representative and to the attorney within 10 days after it has been filed.
E-filing is now mandatory for documents in civil cases with limited exemptions. To e-file, you must first create an account with an e-filing service provider. Visit http://efile.illinoiscourts.gov/service-providers.htm to learn more and to select a service provider. If you need additional help or have trouble e-filing, visit http://www.illinoiscourts.gov/FAQ/gethelp.asp.
Dimitra A. Anderson
Anderson Law Offices, PC
(6277329)
5711 North Lincoln Avenue
Chicago, Illinois 60659
(773) 728-3388
I3229356
(4605508)

IN THE CIRCUIT COURT
FOR THE 16TH JUDICIAL
CIRCUIT
KANE COUNTY, 540
SOUTH RANDALL ROAD,
ST. CHARLES, ILLINOIS
ESTATE OF Robert Reed Trippon, DECEASED.
23 PR 330
Notice is given to creditors of the death of the above named decedent. Letters of office were issued to Cheryl Hogan, P.O. Box 831455, Richardson, Texas 75083, as Independent Administrator, whose attorney of record is Joanna Long, Long Law Group, 2323 Naperville Road, Suite 110, Naperville, Illinois 60563.
The estate will be administered without court supervision, unless under section 5/28-4 of the Probate Act (Ill. Compiled Stat. 1992, Ch. 755, par. 5/28-4) any interested person terminates independent administration at any time by mailing or delivering a petition to terminate to the clerk.
Claims against the estate may be filed with the clerk or with the representative, or both, on or before March 12, 2024, or, if mailing or delivery of a notice from the representative is required by section 5/18-3 of the Probate Act, the date stated in that notice. Any claim not filed on or before that date is barred. Copies of a claim filed with the clerk must be mailed or delivered by the claimant to the representative and to the attorney within 10 days after it has been filed.
E-filing is now mandatory for documents in civil cases with limited exemptions. To e-file, you must first create an account with an e-filing service provider. Visit http://efile.illinoiscourts.gov/service-providers.htm to learn more and to select a service provider. If you need additional help or have trouble e-filing, visit http://www.illinoiscourts.gov/FAQ/gethelp.asp.
Joanna Long
Long Law Group (6313370)
2323 Naperville Road, Suite 110
Naperville, Illinois 60563
(312) 344-3644
I3228865
(4605181)

Probate

LEGAL NOTICE
STATE OF ILLINOIS
IN THE CIRCUIT COURT
OF THE 18TH JUDICIAL CIRCUIT
DUPAGE COUNTY, ILLINOIS
IN THE MATTER OF THE ESTATE OF
JEROME J. GORGOSZ
DECEASED
Case No. 2023PR000631
Notice is given of the death of Jerome J. Gorgosz whose address was
865 N. Cass Ave.,
Westmont, IL 60559
Letters of Office were issued September 8, 2023, to
Bernadette Gorgosz
1679 35th St.,
Oak Brook, IL 60523
as Independent Executor whose attorney is
Jonathan A. Thorsness
Claims against the estate may be filed in the Office of Candice Adams, Circuit Court Clerk, 505 County Farm Road, Wheaton, Illinois or with the representative, or both, on or before March 12, 2024, any claim not filed within that period barred. Copies of a claim filed with the Circuit Court Clerk must be mailed or delivered to the representative and to the attorney, if any, within ten (10) days after it has been filed with the Circuit Clerk.
Candice Adams
Clerk of the Circuit Court
Lillig & Thorsness, Ltd.
DuPage Atty. No.: 59575
Attorney for: Petitioner
Bernadette Gorgosz
1900 Spring Road, Suite 200
Oak Brook, Illinois 60523
630-571-1900
ithorsness@lilliglaw.com
Published in Daily Herald
Sep. 12, 19, 26, 2023 (4605263)

IN THE CIRCUIT COURT
OF THE 19TH JUDICIAL
CIRCUIT
LAKE COUNTY, 18
COUNTY STREET,
WAUKEGAN, ILLINOIS
ESTATE OF Gust Papas, DECEASED.
23 PR 176
Notice is given to creditors of the death of the above named decedent.
Letters of office were issued to Kathy Papas, 904 W. North Avenue, Lake Bluff, Illinois 60044, as Independent Executor, whose attorney of record is Dimitra A. Anderson, Anderson Law Offices, PC, 5711 North Lincoln Avenue, Chicago, Illinois 60659.
The estate will be administered without court supervision, unless under section 5/28-4 of the Probate Act III. Compiled Stat. 1992, Ch. 755, par. 5/28-4) any interested person terminates independent administration at any time by mailing or delivering a petition to terminate to the clerk.
Claims against the estate may be filed with the clerk or with the representative, or both, on or before March 12, 2024, or, if mailing or delivery of a notice from the representative is required by section 5/18-3 of the Probate Act, the date stated in that notice. Any claim not filed on or before that date is barred. Copies of a claim filed with the clerk must be mailed or delivered by the claimant to the representative and to the attorney within 10 days after it has been filed.
E-filing is now mandatory for documents in civil cases with limited exemptions. To e-file, you must first create an account with an e-filing service provider. Visit http://efile.illinoiscourts.gov/service-providers.htm to learn more and to select a service provider. If you need additional help or have trouble e-filing, visit http://www.illinoiscourts.gov/FAQ/gethelp.asp.
Joanna Long
Long Law Group (6313370)
2323 Naperville Road, Suite 110
Naperville, Illinois 60563
(312) 344-3644
I3228865
(4605181)

LEGAL NOTICE
IN THE CIRCUIT COURT
OF THE SIXTEENTH
JUDICIAL CIRCUIT,
KANE COUNTY, ILLINOIS
Case No. 2023PR391
IN THE MATTER OF THE ESTATE OF RODGER A. MILLER, SR.: Rodger A. Miller, Sr. 532 Waco Lane Carpentersville, IL 60110
DATE AND PLACE OF DEATH: May 10, 2023,
Kane County, Illinois
PUBLICATION NOTICE
INDEPENDENT ADMINISTRATION TO: CREDITORS, CLAIMANTS, UNKNOWN HEIRS AND LEGATEES
1. Notice is hereby given of the death of Rodger A. Miller, Sr. who died on May 10, 2023, a resident of Carpentersville, Illinois.
2. The Representative for the estate is: Catherine L. Miller
3. The Attorney for the estate Laurel T. Bradley, McNamee & Mahoney, Ltd.
4. Claims against the estate may be filed on or before March 15, 2024. Claims against the estate may be filed with the Clerk of the Circuit Court, 540 S. Randall Rd., St. Charles, IL 60174 or with the Representative, or both. Any claim not filed within that period is barred. Copies of a claim filed with the Clerk must be mailed or delivered to the Representative and to the attorney within 10 days after it has been filed.
5. On September 15, 2023 an Order Appointing Administration was entered.
6. Within forty-two (42) days after the effective date of the original Order Admitting the Will to Probate, you may file a petition with the Court to require proof of the validity of the Will by testimony or witnesses to the Will in open Court, or other evidence, as provided in Article VI 5/6-21 (755 ILCS 5/6/21).
7. Within six (6) months after the effective date of the original Order Admitting the Will to Probate, you may file petition with the Court to contest the validity of the Will as provided under Article VIII 5/8-1 of the Probate Act (755 ILCS 5/8-1).
8. The estate will be administrated without Court supervision unless an interested party terminate independent supervision administration by filing a petition to terminate under Article XXVIII 5/28-4 of the Probate Act (755 ILCS 5/28-4).
?s/ Catherine L. Miller
Signature of Executor
Published in Daily Herald
Sep. 26, Oct. 3, 10, 2023
(4605841)

LEGAL NOTICE
IN THE CIRCUIT COURT
OF THE SIXTEENTH
JUDICIAL CIRCUIT,
KANE COUNTY, ILLINOIS
Case No. 2023PR382
IN THE MATTER OF THE ESTATE OF
(DECEDENT):
WALDEMAR RAMIREZ
969 Berkley St.
Carpentersville, IL 60110
DATE AND PLACE OF DEATH: July 20, 2023
Kane County, Illinois
PUBLICATION NOTICE
INDEPENDENT ADMINISTRATION
TO: CREDITORS, CLAIMANTS, UNKNOWN HEIRS AND LEGATEES
1. Notice is hereby given of the death of Waldemar Ramirez who died on July 20, 2023, a resident of Carpentersville, Kane County, Illinois.
2. The Representative for the estate is:
Maria Ramirez
3. The Attorney for the estate Laurel T. Bradley, McNamee & Mahoney, Ltd.
4. Claims against the estate may be filed on or before March 12, 2024. Claims against the estate may be filed with the Clerk of the Circuit Court, 540 S. Randall Rd., St. Charles, IL 60174 or with the Representative, or both. Any claim not filed within that period is barred. Copies of a claim filed with the Clerk must be mailed or delivered to the Representative and to the attorney within 10 days after it has been filed.
5. On September 6, 2023 an Order Appointing the Representative was entered.
6. Within forty-two (42) days after the effective date of the original Order Admitting the Will to Probate, you may file a petition with the Court to require proof of the validity of the Will by testimony or witnesses to the Will in open Court, or other evidence, as provided in Article VI 5/6-21 (755 ILCS 5/6/21).
7. Within six (6) months after the effective date of the original Order Admitting the Will to Probate, you may file petition with the Court to contest the validity of the Will as provided under Article VIII 5/8-1 of the Probate Act (755 ILCS 5/8-1).
8.The estate will be administrated without Court supervision unless an interested party terminate independent supervision administration by filing a petition to terminate under Article XXVIII 5/28-4 of the Probate Act (755 ILCS 5/28-4).
/s/ Maria Ramirez
Signature of Executor
Published in Daily Herald
Sep. 12, 19, 26, 2023 (4605217)

LEGAL NOTICE
UNITED STATES OF AMERICA
STATE OF ILLINOIS
COUNTY OF DUPAGE
IN THE CIRCUIT COURT
OF THE EIGHTEENTH
JUDICIAL CIRCUIT
Estate of
William L. Schmidt
Case No.: 2023PR000687
Notice is given of the death of William L. Schmidt whose address was
200 Wyndemere Circle, E322
Wheaton, IL 60187
Letters of Office were issued on September 15, 2023, to
Mary M. Schmidt
200 Wyndemere Circle, E322
Wheaton, IL 60187
as Independent Executor whose attorney is
Jennifer N. Eseed
To probate a Will, and whose name and address is not stated in the petition to admit the Will to probate, an order was entered by the court on September 15, 2023 admitting the Will to Probate. Within 42 days after the effective date of the original order of admission, you may file a petition with the court to require proof of the Will by testimony of the witnesses to the Will in open court or other evidence, as provided in section 6-21 of the Probate Act of 1975 (755 ILCS 5/6-21) You will also have the right, under the Probate Act of 1975 (755 ILCS 5/8-1), to contest the validity of the Will by filing a petition with the court within 6 months after the admission of the Will to probate.
The estate will be administered without Court Supervision, unless under Section 28-4 of the Probate Act of 1975 (755 ILCS 5/28-4) any interested persons independent administration at any time by mailing or delivering a petition to terminate to the Circuit Court Clerk.
Claims against the estate may be filed in the Office of CANDICE ADAMS, Circuit Court Clerk, 505 N. County Farm Road, Wheaton, Illinois, or with the representative or both on or before March 26, 2023, any claim not filed within that period is barred. Copies of a claim filed with the Circuit Court Clerk must be mailed or delivered to the representative and to the attorney, if any, within ten (10) days after it has been filed with the Circuit Clerk.
/s/ Candice Adams,
Clerk of the Eighteenth Judicial Circuit Court
Jennifer N. Eseed
DuPage Atty. No.: 327123
Atty. For: Mary M. Schmidt
1745 S. Naperville Road
Suite 100, Wheaton, IL 60189
630-665-2300
jennifer@trust-lawgroup.com
Published in Daily Herald
Sep. 26, Oct. 3, 10, 2023
(4605840)

TIRED???
If you are tired of having a garage or basement full of junk, empty it FAST with an ACTION AD in the DAILY HERALD
Classified.

Probate

Legal Notice
State of Illinois
In the Circuit Court of the Twenty-Second Judicial Circuit - McHenry County
In Probate
In the Matter of the Estate of William Klein
Case No.2023PR000150
CLAIM NOTICE
Notice is given of the death of: William Klein of Chicago, IL
Letters of office were issued on: June 7, 2023 to
Representative,
Richard M Toth
8837 Major Ave
Morton Grove, IL 60053
whose attorney is:
Jacobson, Mark
77 W Washington St
Ste 1124
Chicago, IL 60602
Claims against the estate may be filed within six months from the date of first publication. Any claim not filed within six months from the date of first publication or claims not filed within three months from the date of mailing or delivery of Notice to Creditor, whichever is later, shall be barred.
Claims may be filed in the office of the Clerk of Circuit Court at the McHenry County Government Center, 2200 North Seminary Avenue, Woodstock, Illinois, 60098, or with the representative, or both.
Copies of claims filed with the Clerk must be mailed or delivered to the representative and to his or her attorney within ten days after it has been filed.
/s/ Katherine M. Keefe.
Clerk of the Circuit Court
Published in Daily Herald
Sep. 26, Oct. 3, 10, 2023
(4605855)

IN THE CIRCUIT COURT
OF THE 19TH JUDICIAL
CIRCUIT
LAKE COUNTY, 18
COUNTY STREET,
WAUKEGAN, ILLINOIS
ESTATE OF Emily J. Bogacz, DECEASED.
23 PR 428
Notice is given to creditors of the death of the above named decedent. Letters of office were issued to Jane E. Gauger, 39547 Orchard Bluff Lane, Wadsworth, Illinois 60083, as Independent Executor, whose attorney is Austin T. Kelley, Meltzer, Purtill & Stelle LLC, 1515 East Woodfield Road, Second Floor, Schaumburg, Illinois 60173.
The estate will be administered without court supervision, unless under section 5/28-4 of the Probate Act III. Compiled Stat. 1992, Ch. 755, par. 5/28-4) any interested person terminates independent administration at any time by mailing or delivering a petition to terminate to the clerk.
Claims against the estate may be filed with the clerk or with the representative, or both, on or before March 26, 2024, or, if mailing or delivery of a notice from the representative is required by section 5/18-3 of the Probate Act, the date stated in that notice. Any claim not filed on or before that date is barred. Copies of a claim filed with the clerk must be mailed or delivered by the claimant to the representative and to the attorney within 10 days after it has been filed.
E-filing is now mandatory for documents in civil cases with limited exemptions. To e-file, you must first create an account with an e-filing service provider. Visit http://efile.illinoiscourts.gov/service-providers.htm to learn more and to select a service provider. If you need additional help or have trouble e-filing, visit http://www.illinoiscourts.gov/FAQ/gethelp.asp.
Austin T. Kelley
Meltzer, Purtill & Stelle LLC (33682)
1515 East Woodfield Road, Second Floor
Schaumburg, Illinois 60173
(847) 330-6066
I3229771
(4605783)

IN THE CIRCUIT COURT
OF THE 18TH JUDICIAL
CIRCUIT
DUPAGE COUNTY, 505
NORTH COUNTY FARM
ROAD, WHEATON, ILLINOIS
ESTATE OF Arthur Lule, DECEASED.
23 PR 334
Notice is given to creditors of the death of the above named decedent. Letters of office were issued to Jennie Espanza, 3413 West 124th Place, Alsip, Illinois 60803, as Independent Executor, whose attorney of record is Eileen Kerlin Walsh, Kerlin Walsh Law, 11757 Southwest Highway, Palos Heights, Illinois 60463.
The estate will be administered without court supervision, unless under section 5/28-4 of the Probate Act (Ill. Compiled Stat. 1992, Ch. 755, par. 5/28-4) any interested person terminates independent administration at any time by mailing or delivering a petition to terminate to the clerk.
Claims against the estate may be filed with the clerk or with the representative, or both, on or before March 26, 2024, or, if mailing or delivery of a notice from the representative is required by section 5/18-3 of the Probate Act, the date stated in that notice. Any claim not filed on or before that date is barred. Copies of a claim filed with the clerk must be mailed or delivered by the claimant to the representative and to the attorney within 10 days after it has been filed.
E-filing is now mandatory for documents in civil cases with limited exemptions. To e-file, you must first create an account with an e-filing service provider. Visit http://efile.illinoiscourts.gov/service-providers.htm to learn more and to select a service provider. If you need additional help or have trouble e-filing, visit http://www.illinoiscourts.gov/FAQ/gethelp.asp.
Eileen Kerlin Walsh
Kerlin Walsh Law (270569)
11757 Southwest Highway
Palos Heights, Illinois 60463
(708)448-5169
I3228848
(4605180)

IN THE CIRCUIT COURT
OF THE 18TH JUDICIAL
CIRCUIT
DUPAGE COUNTY, 505
NORTH COUNTY FARM
ROAD, WHEATON, ILLINOIS
ESTATE OF Stephen P. Dusza, DECEASED.
23 PR 546
Notice is given to creditors of the death of the above named decedent. Letters of office were issued to Diane Dusza, 2305 Carlow Drive, Darien, Illinois 60561, as Independent Executor, whose attorney of record is Brandon E. Peck, Peck Ritchey, LLC, 321 South Plymouth Court, 6th Floor, Chicago, Illinois 60604.
The estate will be administered without court supervision, unless under section 5/28-4 of the Probate Act III. Compiled Stat. 1992, Ch. 755, par. 5/28-4) any interested person terminates independent administration at any time by mailing or delivering a petition to terminate to the clerk.
Claims against the estate may be filed with the clerk or with the representative, or both, on or before March 26, 2024, or, if mailing or delivery of a notice from the representative is required by section 5/18-3 of the Probate Act, the date stated in that notice. Any claim not filed on or before that date is barred. Copies of a claim filed with the clerk must be mailed or delivered by the claimant to the representative and to the attorney within 10 days after it has been filed.
E-filing is now mandatory for documents in civil cases with limited exemptions. To e-file, you must first create an account with an e-filing service provider. Visit http://efile.illinoiscourts.gov/service-providers.htm to learn more and to select a service provider. If you need additional help or have trouble e-filing, visit http://www.illinoiscourts.gov/FAQ/gethelp.asp.
Brandan E. Peck
Peck Ritchey, LLC
321 South Plymouth Court, 6th Floor
Chicago, Illinois 60604
(312) 201-0900
I3229721
(4605780)

Probate

IN THE CIRCUIT COURT
OF THE SIXTEENTH
JUDICIAL CIRCUIT
COURT – KANE COUNTY.
ESTATE OF
DANIEL A. PAULL,
DECEASED.
NO. 2023 PR 375.
Notice is given of the death of Daniel A. Paull of Elgin, Illinois. Letters of office were issued on September 21, 2023 to Kelly Tancos, 1306 Brandywine Drive, Munster, IN 46321, as Independent Administrator, whose designated resident agent and attorney of record is Meghan R. Hartnett, Lavelle Law, Ltd., 1933 N. Meacham Road, Suite 600, Schaumburg, Illinois 60173.
The estate will be administered without court supervision, unless under Section 5/28-4 of the Probate Act III. Compiled Stat. 1992, Ch. 755, par. 5/28-4) any interested person terminates independent administration at any time by mailing or delivering a petition to terminate to the Clerk.
Claims against the estate may be filed in the Office of the Clerk of the Circuit Court at 540 S. Randall Road, Saint Charles, Illinois 60174, or with the representative, or both, on or before March 26, 2023 which date is not less than 6 months from the date of first publication of this notice, or, if mailing or delivery of a notice from the representative is required by Section 5/18-3 of the Probate Act, the date stated in that notice, and any claim not filed within that period is barred. Copies of any claim filed with the Clerk must be mailed or delivered to the representative and to the attorney within 10 days after it is filed.
Published in Daily Herald
Sep. 26, Oct. 3, 10, 2023
(4605839)

IN THE CIRCUIT COURT
OF THE 18TH JUDICIAL
CIRCUIT
DUPAGE COU

NOTIFICATION AFFIDAVIT

I, Bernard Citron hereby certify as follows:

1. That on the 26th day of September, 2023, affiant caused to be mailed in the Post Office of 433 W Harrison, Chicago, Illinois, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose propety is within 250 feet of the subject site for which the hearing is being held..

2. That the parties to whom said notice was mailed are set forth on the attached list.

3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Signature

Subscribed and Sworn to before me
this 27th day of September, 2023.

Notary Public

OFFICIAL SEAL
MICHELLE BEHNKE
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 12/04/2024

THOMPSON COBURN LLP

55 East Monroe Street
37th Floor
Chicago, IL 60603

312 346 7500 main
312 580 2201 fax
thompsoncoburn.com

Bernard I. Citron
312 580 2209 direct
312 636-7656 mobile
bcitron@thompsoncoburn.com

September 26, 2023

NOTICE OF PUBLIC HEARING

Dear Property Owner:

Please be advised that a petition has been filed with the Village of Arlington Heights for (i) Planned Unit Development approval to allow a 136-unit multi-family residential development with limited ground floor commercial space, (ii) Conceptual Special Use Permit to allow a restaurant, (iii) Variations from Chapter 28 of the Municipal Code to allow tandem parking spaces and to allow a drive aisle width of 22.1' where code requires a minimum width of 24', and (iv) a Land Use Variation to allow a predominantly multi-family residential use in the B-5 zoning district.

The location of the subject property is 116-120 West Eastman Street, Arlington Heights, Illinois 60004. The beneficial owner of the subject property is 116-120 Eastman Apartments LLC, and the petitioner is MYLO Residential Arlington Heights Property LLC with an address of 202 South Cook Street, Suite 210, Barrington, Illinois 60010.

At the public hearing, the Plan Commission of the Village of Arlington Heights will accept and consider all testimony pertaining to the application, and will consider any zoning actions or relief that may be necessary or convenient to allow development of the type described in this Notice of Public Hearing, or development that is less dense than the type described in the this Notice of Public Hearing, including, without limitation, special use permits, variations, map or text amendments, or other special approvals.

This hearing is open to the public and comments from the public on the proposal are invited. Hearing on said petition will be held by the Arlington Heights Plan Commission at the Municipal Building, 33 South Arlington Heights Road in Arlington Heights, Illinois, in the Board Room on Floor 3, at 7:30 p.m., on Wednesday, October 11, 2023.

I am the duly authorized Attorney for the petitioner. My address is Thompson Coburn LLP, 55 East Monroe Street, Floor 37, Chicago, Illinois 60603, and my phone number is (312) 580-2209.

Very truly yours,

Bernard I. Citron

Persons with disabilities requiring auxiliary aids or services, such as American Sign Language interpreter or written materials in accessible formats, should contact Erin Mercado at 33 S. Arlington Heights Rd., Arlington Heights, IL 60005; 847-368-5793 (Voice) or 847-368-5980 (Fax); or emercado@vah.com.

03-29-308-001-0000
ELENA COUGHLIN & JUSTI
121 W FREEMONT STREET
ARLNGTON HTS, IL 60004

03-29-308-002-0000
KAREN VINZANT
116 W ST JAMES ST
ARLNGTON HTS, IL 60004

03-29-316-001-0000
LAWRENCE J JULIANO
900 JULIANO CT
BARRNGTN HLS, IL 60010

03-29-316-004-0000
ILLINOIS BELL PROP TAX
1010 PINE ST RM 9EL01
ST LOUIS, MO 63101

03-29-316-008-0000
LAWRENCE J JULIANO
900 JULIANO CT
BARRNGTN HLS, IL 60010

03-29-316-009-0000
ILLINOIS BELL PROP TAX
1010 PINE ST RM 9EL01
ST LOUIS, MO 63101

03-29-316-011-0000
ILLINOIS BELL PROP TAX
1010 PINE ST RM 9EL01
ST LOUIS, MO 63101

03-29-324-001-0000
PARA DYNAMIC ENTERPRIS
6 E HAWTHORNE
ARLINGTN HTS, IL 60004

03-29-324-005-0000
AIRAF JALINWALA
102 W NORTHWEST HWY
ARLINGTN HTS, IL 60004

03-29-325-004-0000
CENTER KENNETH YOUNG
900 W JACKSON BLVD #2N
CHICAGO, IL 60607

03-29-325-005-0000
KENNETH YOUNG CENTER A
900 W JACKSON BLVD#2N
CHICAGO, IL 60607

03-29-325-006-0000
KENNETH YOUNG CENTER A
900 W JACKSON BLVD#2N
CHICAGO, IL 60607

03-29-325-008-0000
JAVIER VILLARREAL
614 W SIGWALT ST
ARLINGTN HTS, IL 60005

03-29-325-011-0000
NANCY HORNAK
860 N LAKE SHORE #22M
CHICAGO, IL 60611

03-29-325-012-0000
PIED PIPER DEVELOPMENT
33 W ROOSEVELT RD
LOMBARD, IL 60148

03-29-325-013-1001
MATTHEW TRUST
201 N VAIL AVE APT 203
ARLNGTON HTS, IL 60004

03-29-325-013-1002
SUSAN J AUVNEN
201 N VAIL AVE #204
ARLINGTN HTS, IL 60004

03-29-325-013-1003
KIMBERLY A GARRITY
201 N VAIL AVE APT 205
ARLNGTON HTS, IL 60004

03-29-325-013-1004
NANCY J BRAUN
201 N VAIL AVE APT 206
ARLNGTON HTS, IL 60004

03-29-325-013-1005
JO M CASAGRANDE
207 N VAIL AVE #207
ARLNGTON HTS, IL 60004

03-29-325-013-1006
C & M HEYBROCK
201 N VAIL AV #208
ARLINGTN HTS, IL 60004

03-29-325-013-1007
JOHN & LAURA WENDELL
201 N VAL 209
ARLINGTN HTS, IL 60004

03-29-325-013-1008
RICHARD GRAY TRUST
201 N VAIL AVE 301
ARLINGTN HTS, IL 60004

03-29-325-013-1009
DENNIS LEE
201 N VAIL AVE APT 302
ARLNGTON HTS, IL 60004

03-29-325-013-1010
HORST FRANZ
201 N VAIL 303
ARLNGTON HTS, IL 60004

03-29-325-013-1011
MICHAEL J ABRAHAM
201 N VAIL AVE
ARLINGTN HTS, IL 60004

03-29-325-013-1012
MICHAEL SZYSKA
201 N VAIL AVE #305
ARLINGTN HTS, IL 60004

03-29-325-013-1013
RICHARD A DELANEY & DA
201 N VAIL AVE APT 306
ARLNGTON HTS, IL 60004

03-29-325-013-1014
JAMES SPIZZIRRI
201 N VAIL AVE #307
ARLINGTN HTS, IL 60004

03-29-325-013-1015
R HANSSEN
201 N VAIL AVE 308
ARLINGTON HT, IL 60004

03-29-325-013-1016
PHYLLIS K PARKER
201 N VAIL #309
ARLINGTON HT, IL 60004

03-29-325-013-1017
THE MARY G CHIERO
201 N VAIL AVE APT 401
ARLNGTON HTS, IL 60004

03-29-325-013-1018
PATRICIA A PORTER
201 N VAIL 402
ARLNGTON HTS, IL 60004

03-29-325-013-1019
W & L SLANKARD
201 N VAIL AVE 403
ARLINGTN HTS, IL 60004

03-29-325-013-1020
OLYMPIA DOULAS
201 N VAIL AVE U404
ARLINGTN HTS, IL 60004

03-29-325-013-1021
STEVE MARTINO
201 N VAIL AVE 405
ARLINGTN HTS, IL 60004

03-29-325-013-1022
THOMAS & CHERYL DRURY
201 N VAIL AVE #406
ARLINGTN HTS, IL 60004

03-29-325-013-1023
ROGER JOHNSON
201 N VAIL 407
ARLNGTON HTS, IL 60004

03-29-325-013-1024
WEINER FAMILY DECL TRU
201 N VAIL AV #408
ARLNGTON HTS, IL 60004

03-29-325-013-1025
JANE OLSZOWKA
201 N VAIL #409
ARLNGTON HTS, IL 60004

03-29-325-013-1026
JAMES W KLANN
201 N VAIL AVE #501
ARLINGTN HTS, IL 60004

03-29-325-013-1027
BERNADETTE M ULFIG
201 N VAIL AVE #502
ARLNGTON HTS, IL 60004

03-29-325-013-1028
EVELYN WACHAL LIVING T
201 N VAIL AVE APT 503
ARLNGTON HTS, IL 60004

03-29-325-013-1029
EILEEN KORNFEIND
201 N VAIL 504
ARLNGTON HTS, IL 60004

03-29-325-013-1030
CAROL LAMBERSON
201 N VAIL UNIT 505
ARLNGTON HTS, IL 60004

03-29-325-013-1031
SUNG KOO HAN
201 N VAIL 506
ARLNGTON HTS, IL 60004

03-29-325-013-1032
PHILLIP KRUEGER
201 N VAIL AVE #507
ARLNGTON HTS, IL 60004

03-29-325-013-1033
S KRIZMIS
201 N VAIL AVE 508
ARLINGTON HT, IL 60004

03-29-325-013-1034
DONALD L DALL TRUSTEE
201 N VAIL AVE APT 509
ARLNGTON HTS, IL 60004

03-29-325-013-1035
YOUNG ROG LEE
201 N VAIL AVE APT 601
ARLNGTON HTS, IL 60004

03-29-325-013-1036
JOHN R RODELLI
201 N VAIL #602
ARLINGTN HTS, IL 60004

03-29-325-013-1037
CAROL ANN JOHNSON
201 N VAIL AV #603
ARLNGTON HTS, IL 60004

03-29-325-013-1038
MARGARET M FREDRICH TR
201 N VAIL AVE APT 604
ARLINGTN HTS, IL 60004

03-29-325-013-1039
ANTHONY NERI
201 N VAIL 605
ARLINGTN HTS, IL 60004

03-29-325-013-1040
JOSEPH & GEORGIA SPINA
201 N VAIL #606
ARLINGTN HTS, IL 60004

03-29-325-013-1041
RICHARD JOHNSON & KATH
201 N VAIL AVE APT 607
ARLNGTON HTS, IL 60004

03-29-325-013-1042
RAYMOND GREEN & PHYLLI
201 N VAIL AVE APT 608
ARLNGTON HTS, IL 60004

03-29-325-013-1043
JOSEPH DILLON
1617 S SURREY LN #609
ARLNGTON HTS, IL 60005

03-29-325-013-1044
DUANE & MELIS CARLSON
201 N VAIL #701
ARLINGTN HTS, IL 60004

03-29-325-013-1045
CAROL COFFMAN
201 N VAIL 702
ARLNGTON HTS, IL 60004

03-29-325-013-1046
ROGER & MARJORIE CROWE
201 N VAIL AVE APT 703
ARLINGTN HTS, IL 60004

03-29-325-013-1047
JOZEFIA BILINSKI
201 N VAIL #704
ARLINGTN HTS, IL 60004

03-29-325-013-1048
MAUREEN SEUL
201 N VAIL AVENUE 705
ARLINGTN HTS, IL 60004

03-29-325-013-1049
ROBERT & N AHRENS
201 NORTH VAIL
ARLINGTN HTS, IL 60004

03-29-325-013-1050
PAUL LYDIGSEN
201 N VAIL AVE #707
ARLNGTON HTS, IL 60004

03-29-325-013-1051
LOIS M HARTUNG TRUST
201 N VAIL 708
ARLINGTN HTS, IL 60004

03-29-325-013-1052
MARIA ENZMANN
201 N VAIL #709
ARLINGTN HTS, IL 60004

03-29-325-013-1053
FRANK MANISCALCO
201 N VAIL AVE 801
ARLINGTN HTS, IL 60004

03-29-325-013-1054
LAWRENCE MULCAHY
201 N VAIL 802
ARLNGTON HTS, IL 60004

03-29-325-013-1055
RICHARD J GASIOROWSKI
201 N VAIL AVE APT 803
ARLNGTON HTS, IL 60004

03-29-325-013-1056
WILKENS TRUST
201 N VAIL AVE #804
ARLINGTN HTS, IL 60004

03-29-325-013-1057
MICHAEEL D FREEBORN
311 S WACKER DR 3000
CHICAGO, IL 60606

03-29-325-013-1058
WE BERGNER
201 N VAIL AVE
ARLINGTON HT, IL 60004

03-29-325-013-1059
MIRO BILANDZIC
201 N VAIL AVENUE 807
ARLINGTN HTS, IL 60004

03-29-325-013-1060
EDWIN & KAREN GARST
201 N VAIL AVE 808
ARLINGTN HTS, IL 60004

03-29-325-013-1061
ANTHONY GIOVANNETTI
201 N VAIL AVE APT 809
ARLNGTON HTS, IL 60004

03-29-332-008-0000
ALBERTSONS
PO BOX 800729
DALLAS, TX 75380

03-29-333-001-0000
2 W NORTHWEST HWY LLC
2 W NORTHWEST HIGHWAY
ARLINGTN HTS, IL 60004

03-30-406-024-0000
RFS CADENCE
300 W NORTHWEST HWY
ARLNGTON HTS, IL 60004

03-30-406-025-0000
RFS CADENCE
300 W NORTHWEST HWY
ARLNGTON HTS, IL 60004

03-30-406-032-0000
ALLAN FREIMAN
314 ALEXIS CT
GLENVIEW, IL 60025

03-30-408-001-0000
JONATHAN KAMMERER
215 W FREMONT ST
ARLINGTON HT, IL 60004

03-30-408-002-0000
CHAS & DEBORAH MCCALL
213 W FREMONT ST
ARLNGTON HTS, IL 60004

03-30-408-003-0000
GARY T LABEDZ
209 W FREMONT
ARLINGTON HT, IL 60004

03-30-408-004-0000
JAMES FUERSTENBERG
205 W FREMONT
ARLINGTON HT, IL 60004

03-30-408-005-0000
SCOTT & SARAH MCKINNEY
203 W FREMONT ST
ARLINGTN HTS, IL 60004

03-30-408-006-0000
SCOTT & SARAH MCKINNEY
203 W FREMONT ST
ARLINGTN HTS, IL 60004

03-30-408-007-0000
RYNE GAVIGAN
407 N CHESTNUT AVE
ARLNGTON HTS, IL 60004

03-30-408-008-0000
RODOLFO GONZALEZ
621 ARLINGTON HT RD
ARLINGTON HT, IL 60004

03-30-408-009-0000
JACOB & M STAAR
208 W ST JAMES
ARLINGTN HTS, IL 60004

03-30-408-010-0000
J & K LINDGREN
206 W ST JAMES ST
ARLINGTN HTS, IL 60004

03-30-408-011-0000
TODD & JULIE NIEMIEC
204 W ST JAMES ST
ARLNGTON HTS, IL 60004

03-30-408-012-0000
ERIC CECCHI
200 W SAINT JAMES ST
ARLINGTN HTS, IL 60004

03-30-409-002-0000
WINTRUST GL MGMT DEPT
9700 W HIGGINS RD S750
ROSEMONT, IL 60018

03-30-409-003-0000
LAWRENCE J JULIANO
900 JULIANO CT
BARRNGTN HLS, IL 60010

03-30-414-017-1001
TCD DEE ROAD LLC
907 N BRENTWOOD LN
MT PROSPECT, IL 60056

03-30-414-017-1002
CM EDMISTON
PO BOX 163
MT PROSPECT, IL 60056

03-30-414-017-1003
JAE OK SONG
302 WEST MINER ST #3A
ARLNGTON HTS, IL 60005

03-30-414-017-1004
SKIP NAVAR
21839 CAMBRIDGE DR
KILDEER, IL 60047

03-30-414-017-1005
RAFAL SAROTA
306 W MINER 2A
ARLINGTN HTS, IL 60005

03-30-414-017-1006
STEVEN WICKES AS TRUST
306 W MINER ST APT 3A
ARLNGTON HTS, IL 60005

03-30-414-017-1007
TODD RICARD
310 W MINER 1A
ARLNGTON HTS, IL 60005

03-30-414-017-1008
ELIZABETH A STUCKEL
310 W MINER
ARLINGTON HT, IL 60005

03-30-414-017-1009
ETHAN J GOLDSPIEL
310 MINER 3A
ARLNGTON HTS, IL 60005

03-30-414-017-1010
NEBS GROUP LLC
310 W MINER ST APT 1B
ARLNGTON HTS, IL 60005

03-30-414-017-1011
GRANT FERGUSON
310 W MINER ST APT 2B
ARLNGTON HTS, IL 60005

03-30-414-017-1012
ANN E MERTZ TRUSTEE TH
102 CLUBHOUSE DR
NORTH BARRIN, IL 60010

03-30-414-017-1013
DON SCHULTZ
1303 E CLARENDON ST
ARLNGTON HTS, IL 60004

03-30-414-017-1014
JONATHAN ROMAN
314 W MINER ST APT 2A
ARLNGTON HTS, IL 60005

03-30-414-017-1015
SHARON A CRANDALL CASE
314 W MINER ST APT 3A
ARLNGTON HTS, IL 60005

03-30-414-017-1016
JACQUELINE SCHULTZ
1303 E CLARENDON
ARLNGTON HTS, IL 60004

03-30-414-017-1017
ANDRZEJ MROZIK
803 E IRONWOOD DR
MT PROSPECT, IL 60056

03-30-414-017-1018
DONALD L SCHULTZ
1303 E CLARENDON
ARLNGTON HTS, IL 60004

03-30-414-017-1019
PRZEMYSLAW SZULA
318 W MINER ST APT 1A
ARLNGTON HTS, IL 60005

03-30-414-017-1020
BHAVAN LLC 318 W MINER
318 W MINER ST APT 2A
ARLNGTON HTS, IL 60005

03-30-414-017-1021
EDVIN ROZVANOLLI
318 W MINER 3A
ARLNGTON HTS, IL 60005

03-30-414-017-1022
KEVIN MURPHY
318 W MINER ST #1B
ARLNGTON HTS, IL 60005

03-30-414-017-1023
RACHEL VON SCHAUMBURG
318 W MINER ST APT 2B
ARLNGTON HTS, IL 60005

03-30-414-017-1024
RAYMOND LEE
820 DOWNING ST
NORTHBROOK, IL 60062

03-30-414-017-1025
TAXPAYER OF
1590 ALGONQUIN RD #223
HOFFMAN ESTS, IL 60192

03-30-414-017-1026
MALGORZATA FIEDZIUKIEW
322 W MINER ST APT 2A
ARLNGTON HTS, IL 60005

03-30-414-017-1027
GLENN C LEONARDO
415 W GOLF RD
ARLNGTON HTS, IL 60005

03-30-414-017-1028
FIRST ARM INV GRP INC
7324 CRAWFORD
LINCOLNWOOD, IL 60712

03-30-414-017-1029
MR & MRS RICHARD JL PO
322 W MINER ST APT 2B
ARLNGTON HTS, IL 60005

03-30-414-017-1030
ADAM BLIEBERG
322 W MINER ST APT 3B
ARLNGTON HTS, IL 60005

03-30-414-017-1031
MANTAS GROUP LLC
PO BOX 636
MT PROSPECT, IL 60056

03-30-414-017-1032
GUS CHAMOPOULOS
10 S DUNTON AVE#707
ARLNGTON HTS, IL 60005

03-30-414-017-1033
MIKUKI KAWAHIRA
322 W MINER #3C
ARLINGTN HTS, IL 60005

03-30-414-017-1034
BRIAN & COREY DEWEY
312 HATLEN AVE
MT PROSPECT, IL 60056

03-30-414-017-1035
ELIZABETH BAUER
528 S RIDGE AVE
ARLINGTN HTS, IL 60005

03-30-414-017-1036
BRIAN J MCGUIRE & MARY
326 W MINER ST APT 3A
ARLNGTON HTS, IL 60005

03-30-414-017-1037
CANDELARIA MEZA
326 W MINER ST 1B
ARLNGTON HTS, IL 60005

03-30-414-017-1038
LARS SULLIVAN
5131 MANASTASH RD
ELLENSBURG, WA 98926

03-30-414-017-1039
MARYBETH DAWSON
326 W MINER 3B
ARLINGTN HTS, IL 60005

03-30-414-017-1040
GAAP REALTY LLC
1567 N HAVEN DR
PALATINE, IL 60074

03-30-414-017-1041
MARK J MALONE1
101 GLENBROOK ROAD NOR
WAYZATA, MN 55391

03-30-414-017-1042
MARK KURZKA
330 W MINER ST 3A
ARLNGTON HTS, IL 60005

03-30-414-017-1043
JAMES F.ARNOLD
330 W. MINER #1B
ARLINGTON HT, IL 60005

03-30-414-017-1044
PATRICK MCGINN
330 W MINER UNIT 2B
ARLNGTON HTS, IL 60005

03-30-414-017-1045
KATE ALIZABETH KLEIVA
330 W MINER ST APT 3B
ARLNGTON HTS, IL 60005

03-30-414-017-1046
JEANETTE M MURPHY
330 MINER ST 1C
ARLNGTON HTS, IL 60005

03-30-414-017-1047
STANISLAWA T LECH
330 W MINER ST #2C
ARLINGTN HTS, IL 60005

03-30-414-017-1048
CARYN WEBB
6100 CANTERBURY LN
HOFFMAN ESTS, IL 60192

03-30-414-017-1049
DARKO GUSIC LIVING TRU
332 E CENTRAL RD
ARLNGTON HTS, IL 60005

03-30-414-017-1050
MARGARET KATHERINE TRE
334 W MINER ST APT 2A
ARLNGTON HTS, IL 60005

03-30-414-017-1051
EDWARD DRWILA
334 MINER ST 3A
ARLNGTON HTS, IL 60005

03-30-414-017-1052
ANNE M KAIHATSU
334 W MINER ST
ARLNGTON HTS, IL 60005

03-30-414-017-1053
RANDALL S BORRE
334 W MINER ST 2B
ARLNGTON HTS, IL 60005

03-30-414-017-1054
JULIA KRAVITZ
344 W MINER ST #3B
ARLNGTON HTS, IL 60005

03-30-414-017-1055
ANDRZEJ MROZIK
338 W MINER ST APT 1A
ARLNGTON HTS, IL 60005

03-30-414-017-1056
PETE TSILIPETROS
2186 SPRUCE AVE
DES PLAINES, IL 60018

03-30-414-017-1057
MICHAEL SIMS
4N671 BLUE LAKE CIR W
ST CHARLES, IL 60175

03-30-414-017-1058
NATL DEBT EDUC
218 N JEFFERSON ST
CHICAGO, IL 60661

03-30-414-017-1059
KATHY HOPKINS
338 W MINER 2B
ARLNGTON HTS, IL 60005

03-30-414-017-1060
GEORGE ZERVOS TR
714 S CHRIS LANE
MT PROSPECT, IL 60056

03-30-414-017-1061
SADIE MORRISON
342 W MINER ST APT 1A
ARLNGTON HTS, IL 60005

03-30-414-017-1062
AMADOR CALDERON
342 WEST MINER ST 2A
ARLNGTON HTS, IL 60005

03-30-414-017-1063
SHARON CASEY
125 N WINSTON DRIVE
PALATINE, IL 60074

03-30-414-017-1064
DONALD NERI
1190 AMERICANA AVE
PINGREE GRV, IL 60140

03-30-414-017-1065
SHUNSUKE SARUWATARI
2226 S GOEBBERT RD 266
ARLINGTN HTS, IL 60005

03-30-414-017-1066
ARTHUR CHECCHIN
415 W HAVEN DRIVE
ARLINGTONHTS, IL 60005

03-30-414-017-1067
BRENDA L ZOLOTT
346 W MINER 1A
ARLNGTON HTS, IL 60005

03-30-414-017-1068
JOY HOEFFLER
346 W MINER ST 2A
ARLINGTN HTS, IL 60005

03-30-414-017-1069
SHARON A CASEY TRUST T
346 W MINER ST APT 3A
ARLNGTON HTS, IL 60005

03-30-414-017-1070
DON & J SCHULTZ
1303 E CLARENDON
ARLINGTN HTS, IL 60004

03-30-414-017-1071
DONALD MILETIC
210 S DUNTON AV
ARLNGTON HTS, IL 60005

03-30-414-017-1072
AVRAHAM LEVY
346 W MINER ST APT 3B
ARLNGTON HTS, IL 60005

03-30-414-017-1073
JEREMY JOHN ANDERSON
350 W MINER ST #1A
ARLINGTN HTS, IL 60005

03-30-414-017-1074
SAMANTHA L RING
350 W MINER ST APT 2A
ARLNGTON HTS, IL 60005

03-30-414-017-1075
1122 NORTHWEST LLC
222 S FERNANDEZ AVE
ARLNGTON HTS, IL 60005

03-30-414-017-1076
GUILLERMO GUTIERREZ
354 W MINER ST #1A
ARLINGTN HTS, IL 60005

03-30-414-017-1077
KIRBY T PASCUS
1114 W HUNTING COURT
PALATINE, IL 60067

03-30-414-017-1078
JOHN CRESS
354 W MINER ST APT 3A
ARLNGTON HTS, IL 60005

03-30-414-017-1079
ALBERT J KLUMPP
354 W MINER ST APT 1B
ARLNGTON HTS, IL 60005

03-30-414-017-1080
ANDREW R STENGREN
354 W MINER ST 2B
ARLNGTON HTS, IL 60005

03-30-414-017-1081
STEVEN FENTON
354 W MINER ST APT 3B
ARLNGTON HTS, IL 60005

03-30-414-017-1082
PATRICIA WATANABE
P O BOX 17882
HONOLULU, HI 96817

03-30-414-017-1083
CLARMAX 354 W MINER ST
1309 N CHICAGO AVE
ARLNGTON HTS, IL 60004

03-30-414-017-1084
ALISHA J MCALEVY
354 W MINER ST APT 3C
ARLNGTON HTS, IL 60005

03-30-414-017-1085
MAURO PASSARELLI
358 W MINER ST APT 1A
ARLNGTON HTS, IL 60005

03-30-414-017-1086
ARTHUR KOZINSKI
2270 WEST 230TH PLACE
TORRANCE, CA 90501

03-30-414-017-1087
CHRISTINA M TARZIAN
358 MINER
ARLINGTON HT, IL 60005

03-30-414-017-1088
CHUNG YI LIN
370 OAK TREE COURT
HOFFMAN ESTS, IL 60169

03-30-414-017-1089
W PHILLIPS
1543 W TOUHY AVE
CHICAGO, IL 60626

03-30-414-017-1090
GREG CRUZ
362 W MINER ST 3A
ARLNGTON HTS, IL 60005

03-30-414-017-1091
MICHAEL J MASURA
362 W MINER ST #IB
ARLNGTON HTS, IL 60005

03-30-414-017-1092
KEVIN B RYAN
1719 S FERNANDEZ AVE
ARLINGTN HTS, IL 60005

03-30-414-017-1093
JANET M GRANT
362 W MINER ST 3B
ARLNGTON HTS, IL 60005

03-30-414-017-1094
MR & MRS GEORGE ZERVOS
714 S CHRIS LN
MT PROSPECT, IL 60056

03-30-414-017-1095
MALGORZATA FIEDZIUKIEW
322 W MINER ST APT 2A
ARLNGTON HTS, IL 60005

03-30-414-017-1096
THOMAS W FRYZEL
362 W MINER #3-C
ARLINGTON HT, IL 60005

03-30-414-017-1097
ROBERT J NAPOLEON JR
366 W MINER ST APT 1A
ARLNGTON HTS, IL 60005

03-30-414-017-1098
MARIA HERNANDEZ
366 W MINER ST 2A
ARLNGTON HTS, IL 60005

03-30-414-017-1099
KATLYN HINDLE
366 W MINER ST APT 3A
ARLNGTON HTS, IL 60005

03-30-414-018-0000
MOLON MOTOR & COIL CRP
300 N RIDGE AVE
ARLINGTON HT, IL 60005

03-30-418-048-0000
ALBERTSONS
PO BOX 800729
DALLAS, TX 75380

03-30-418-049-1001
VICENTE CONTRERAS
671 GROSVENER LN
ELK GROVE VL, IL 60007

03-30-418-049-1002
RVU PROP LLC
502 E BURNING TREE LN
ARLINGTN HTS, IL 60004

03-30-418-049-1003
ROBERTA S MATHER
205 W MINER ST #102
ARLINGTN HTS, IL 60005

03-30-418-049-1004
ANTONIO LIGA
305 W MINER ST #103
ARLINGTN HTS, IL 60005

03-30-418-049-1005
TAXPAYER OF
205 W MINER ST 105
ARLNGTON HTS, IL 60005

03-30-418-049-1006
JANUSZ RYBAK
5528 W BELMONT AVE
CHICAGO, IL 60641

03-30-418-049-1007
ZOOT PROPERTIES LLC
240 OSAGE LN
BUFFALO GRV, IL 60089

03-30-418-049-1008
J RONALD JUTKINS
704 E SUNSET RD
MT PROSPECT, IL 60056

03-30-418-049-1009
LUCA DIFALCO
205 W MINER ST APT 108
ARLNGTON HTS, IL 60005

03-30-418-049-1010
S E BASCH & M F BASCH
205 W MINER #200
ARLINGTON HT, IL 60005

03-30-418-049-1011
POJEN FANG
1733 ELLENDALE DR
NORTHBROOK, IL 60062

03-30-418-049-1012
REINA G REYES
205 W MINER ST 202
ARLNGTON HTS, IL 60005

03-30-418-049-1013
THOMAS OLSON
1554 CHICKAMANUGA LN
LONG GROVE, IL 60047

03-30-418-049-1014
GEORGE ZERVOS
7819 MAPLE ST
MORTON GROVE, IL 60053

03-30-418-049-1015
ZOOT PROPERTIES LLC
240 OSAGE LN
BUFFALO GRV, IL 60089

03-30-418-049-1016
FRANK S JOHNSTON
206 N KENILWORTH
MT PROSPECT, IL 60056

03-30-418-049-1017
ALKETA SAKAJ
205 W MINER ST 207
ARLINGTN HTS, IL 60005

03-30-418-049-1018
ANJIL YOUSIF
305 E HAVEN ST
ARLNGTON HTS, IL 60005

03-30-418-049-1019
ROBERT PEREZ
258 HANGING MOSS CIRCL
LAKE MARY, FL 32746

03-30-418-049-1020
VEDASREE NANDEPPAGARI
410 S EDWARD ST
MT PROSPECT, IL 60056

03-30-418-049-1021
STEVEN PETROS
205 W MINER ST 302
ARLNGTON HTS, IL 60005

03-30-418-049-1022
TAIMI VILK TRUST
1008 W BURGOYNE RD
ARLNGTON HTS, IL 60004

03-30-418-049-1023
KRD HOLDINGS LLC
1954 N OAK WOOD DR
ARLNGTON HTS, IL 60004

03-30-418-049-1024
FRANK FAZIO
205 W MINER ST 305
ARLNGTON HTS, IL 60005

03-30-418-049-1025
J RONALD JUTKINS
704 E SUNSET RD
MT PROSPECT, IL 60056

03-30-418-049-1026
ROBERT RUFF
205 W MINER #307
ARLINGTN HTS, IL 60005

03-30-418-049-1027
MARY ANN ROPER
205 MINER ST
ARLNGTON HTS, IL 60005

03-30-418-049-1028
GERALD FORSYTHE
205 W MINER ST #400
ARLNGTON HTS, IL 60005

03-30-418-049-1029
THOMAS OLSON
1554 RFD
LONG GROVE, IL 60047

03-30-418-049-1030
TOM & SUE RUCKER MNR
PO BOX 352
PARK RIDGE, IL 60068

03-30-418-049-1031
MEHGAN E DARO FRISCH
26815 N LONGMEADOW CT
MUNDELEIN, IL 60060

03-30-418-049-1032
M CHARLOTTE SANTILLE
205 W MINER STREET 404
ARLINGTN HTS, IL 60005

03-30-418-049-1033
KESIRIN PIYAMANOND
205 W MINER ST APT 405
ARLNGTON HTS, IL 60005

03-30-418-049-1034
JUNE K OTTENFELD
205 W MINER ST
ARLINGTON HT, IL 60005

03-30-418-049-1035
GEORGE PAPADOPOULOS
205 W MINER ST #407
ARLINGTN HTS, IL 60005

03-30-418-049-1036
OLSON FAMILY TRUST
330 CAMPUS DR
ARLINGTN HTS, IL 60004

03-29-308-003-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-004-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-005-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-006-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-010-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-011-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-012-8001
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-308-012-8002
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-309-008-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-29-309-009-0000
BD OF LIBRARY DIRECTORS OF
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005

03-29-317-003-0000
FIRST PRESBYTERIAN CHURCH
302 N DUNTON AVE
ARLINGTON HEIGHTS, IL 60004

03-29-317-004-0000
FIRST PRESBYTERIAN CHURCH
302 N DUNTON AVE
ARLINGTON HEIGHTS, IL 60004

03-29-317-014-0000
FIRST PRESBYTERIAN CHURCH
302 N DUNTON AVE
ARLINGTON HEIGHTS, IL 60004

03-29-333-002-0000
VILLAGE OF ARLINGTON HEIGHTS
33 S ARLINGTON HEIGHTS RD
ARLINGTON HTS, IL 60005

03-30-418-014-0000
NORTH SUBURBAN HOUSING LLC
175 W JACKSON BLVD, STE 350
CHICAGO, IL 60604

03-30-418-015-0000
NORTH SUBURBAN HOUSING LLC
175 W JACKSON BLVD, STE 350
CHICAGO, IL 60604

TOWNE PLACE OF ARLINGTON
HEIGHTS CONDOMINIUM ASSN
201 NORTH VAIL AVENUE
ARLINGTON HEIGHTS, IL 60005

THREE FIFTY WEST MINER CONDO
350 WEST MINER STREET
ARLINGTON HEIGHTS, IL 60005

205 W MINER CONDO ASSN
205 WEST MINER STREET
ARLINGTON HEIGHTS, IL 60005

NOTICE OF PUBLIC HEARING

HEARING FOR: PLANNED UNIT DEVELOPMENT, CONCEPTUAL SPECIAL USE PERMIT, LAND USE VARIATION AND VARIATIONS FROM CHAPTER 28 OF THE MUNICIPAL CODE

HEARING LOCATION: Arlington Heights Municipal Building 33 S. Arlington Heights Road Arlington Heights, IL

DATE: OCTOBER 11, 2023 **TIME:** 7:30 pm

PUBLIC ATTENDANCE & COMMENTS INVITED

FOR DETAILS CALL:
BERNARD CITRON
(312) 580-2209

OR:

VILLAGE OF ARLINGTON HEIGHTS DEPARTMENTS OF PLANNING AND COMMUNITY DEVELOPMENT
PHONE: (847) 368-5200

NOTICE OF PUBLIC HEARING

HEARING FOR: PLANNED UNIT DEVELOPMENT, CONCEPTUAL SPECIAL USE PERMIT, LAND USE VARIATION AND VARIATIONS FROM CHAPTER 28 OF THE MUNICIPAL CODE

HEARING LOCATION: Arlington Heights Municipal Building
33 S. Arlington Heights Road Arlington Heights, IL

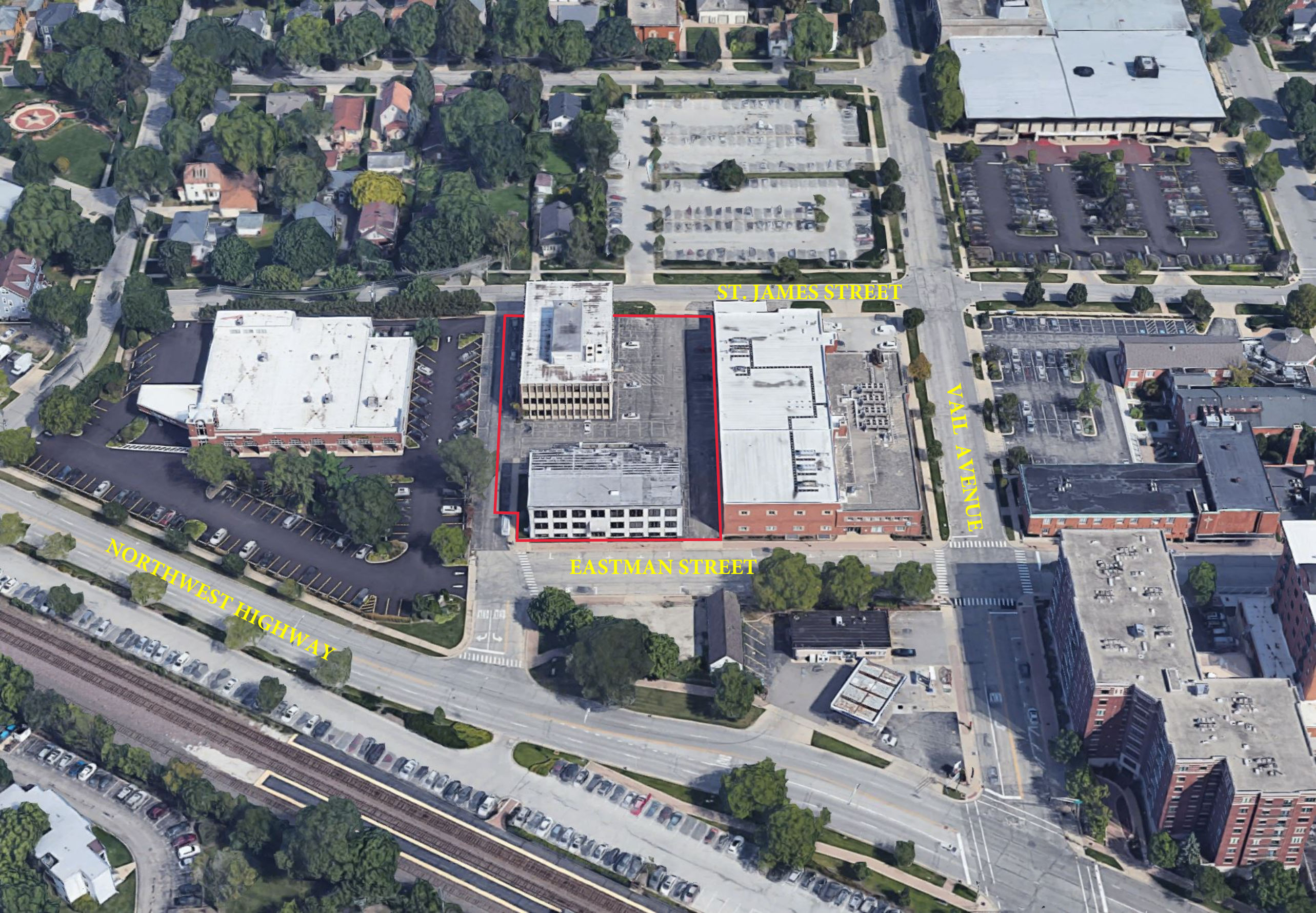
DATE: OCTOBER 11, 2023 **TIME:** 7:30 pm

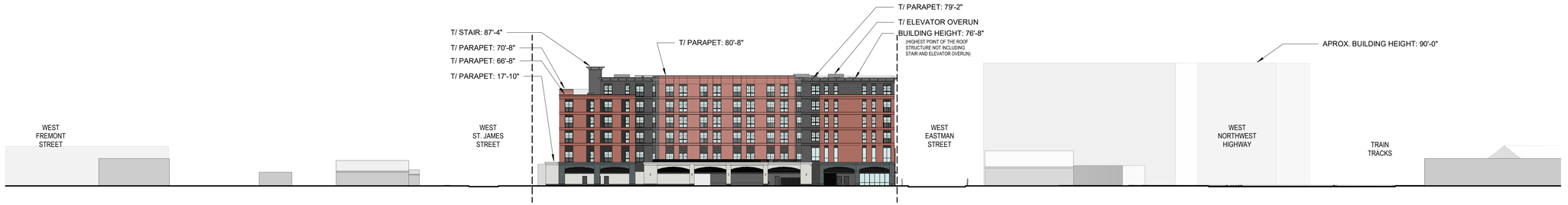
PUBLIC ATTENDANCE & COMMENTS INVITED

FOR DETAILS CALL:
BERNARD CITRON
(312) 580-2209

OR:

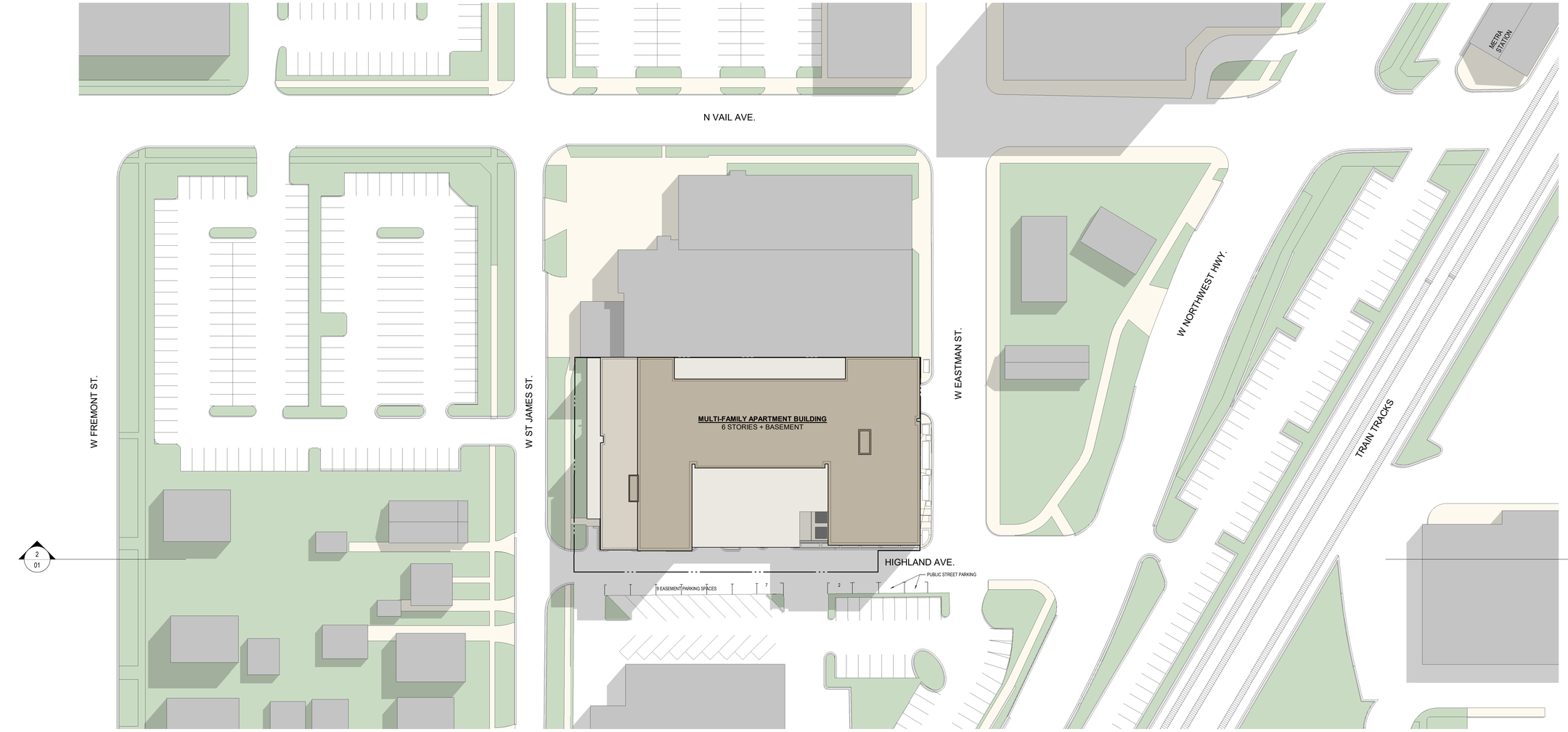
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENTS OF PLANNING AND COMMUNITY DEVELOPMENT
PHONE: (847) 368-5200


ST. JAMES STREET
VAIL AVENUE
EASTMAN STREET
NORTHWEST HIGHWAY



2/01 SITE CROSS SECTION

SCALE: 1" = 40'-0"



1/01 OVERALL SITE PLAN

SCALE: 1" = 40'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

SCALE: 1" = 40'

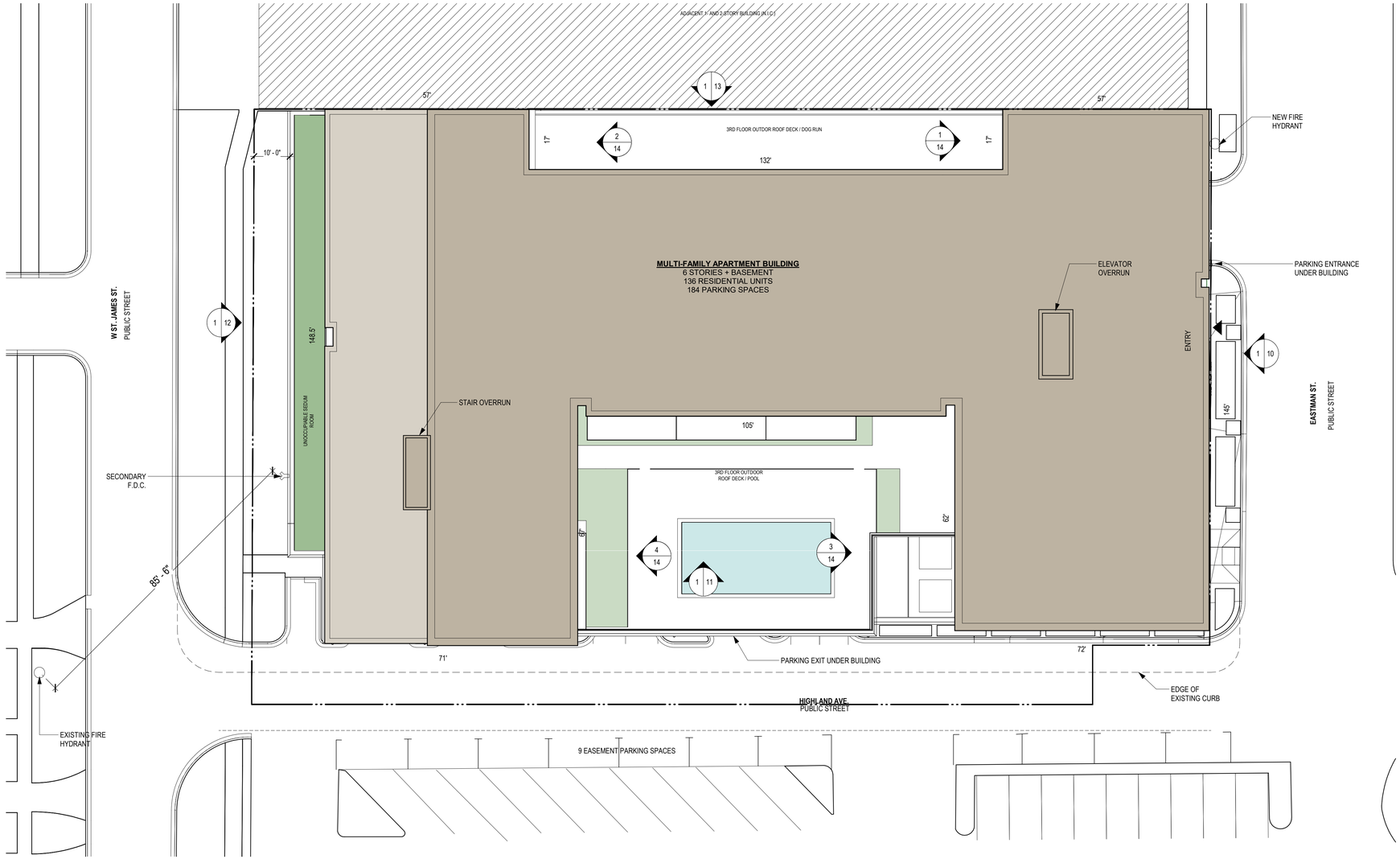
0 10' 20' 40' 80'

PROJECT

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008



1/02 SITE PLAN
SCALE: 1/16" = 1'-0"

ZONING SUMMARY

PROPOSED ZONING DISTRICT:	**B-5**	
ZONING DESCRIPTION:		
SITE AREA:	**43,584 SF**	
	ORDINANCE REQUIREMENT	**PROPOSED**
FAR	N/A	
AREA / DWELLING UNIT: 1 Bedroom 2 Bedroom	300 sf lot area / DU 400 sf lot area / DU	
FRONT YARD Adjacent Residential Minimum:5 FT. Adjacent Other Minimum: N/A	0'-0"	0'-0"
SIDE YARD (NEXT TO R-ZONE) Adjacent Residential Minimum: Setback of adjacent residential district. Adjacent Other Minimum: 5ft, if abutting street or alley	0'-0"	0'-0"
REAR YARD (NEXT TO R-ZONE) Adjacent Residential Minimum: 25 ft or 20% of lot depth, whichever is less. Adjacent Other Minimum: N/A	0'-0"	0'-0"
HEIGHT (W/ GROUND FLOOR RETAIL)	90'-0"	80'-8" T/PARAPET 76'- 8" T/STRUCTURE
PARKING STUDIO & 1 BEDROOM UNITS 2-BR UNIT LOADING	1 space / unit 1.25 space / unit (1) 10'x35'x14'H	167
TOTAL RESIDENTIAL PARKING SPACES	143	
RESTAURANT	1 space / 200sf seating 8 req'd spaces	8+9 easement
TOTAL:	151	184

DEVELOPMENT SUMMARY

BUILDING AREA

	GROSS	NET (RESIDENTIAL)	PARKING
TOTAL:			
LEVEL LL	35,669	--	34,238
LEVEL 01	32,048	--	24,541
LEVEL 02	26,521	14,192	
LEVEL 03	26,521	19,558	
LEVEL 04	26,521	19,558	
LEVEL 05	26,521	19,558	
LEVEL 06	22,243	17,195	
TOTAL:	**196,044**	**90,061**	**58,779**

PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LOWER LEVEL	106	0	106
LEVEL 01	61	8 + 9 EASEMENT SPACES	78
TOTAL PROVIDED	167	17	184
TOTAL REQ'D	143	8	151

BIKE PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LEVEL 01	15	0	15
TOTAL PROVIDED	15	0	15
TOTAL REQ'D	15	0	15

UNIT MATRIX

	STUDIO	1-BED	2-BED	TOTALS
LEVEL 2	11	8	3	22
LEVEL 3	10	15	5	30
LEVEL 4	10	15	5	30
LEVEL 5	10	15	5	30
LEVEL 6	6	14	4	24
TOTALS	47	67	22	136

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

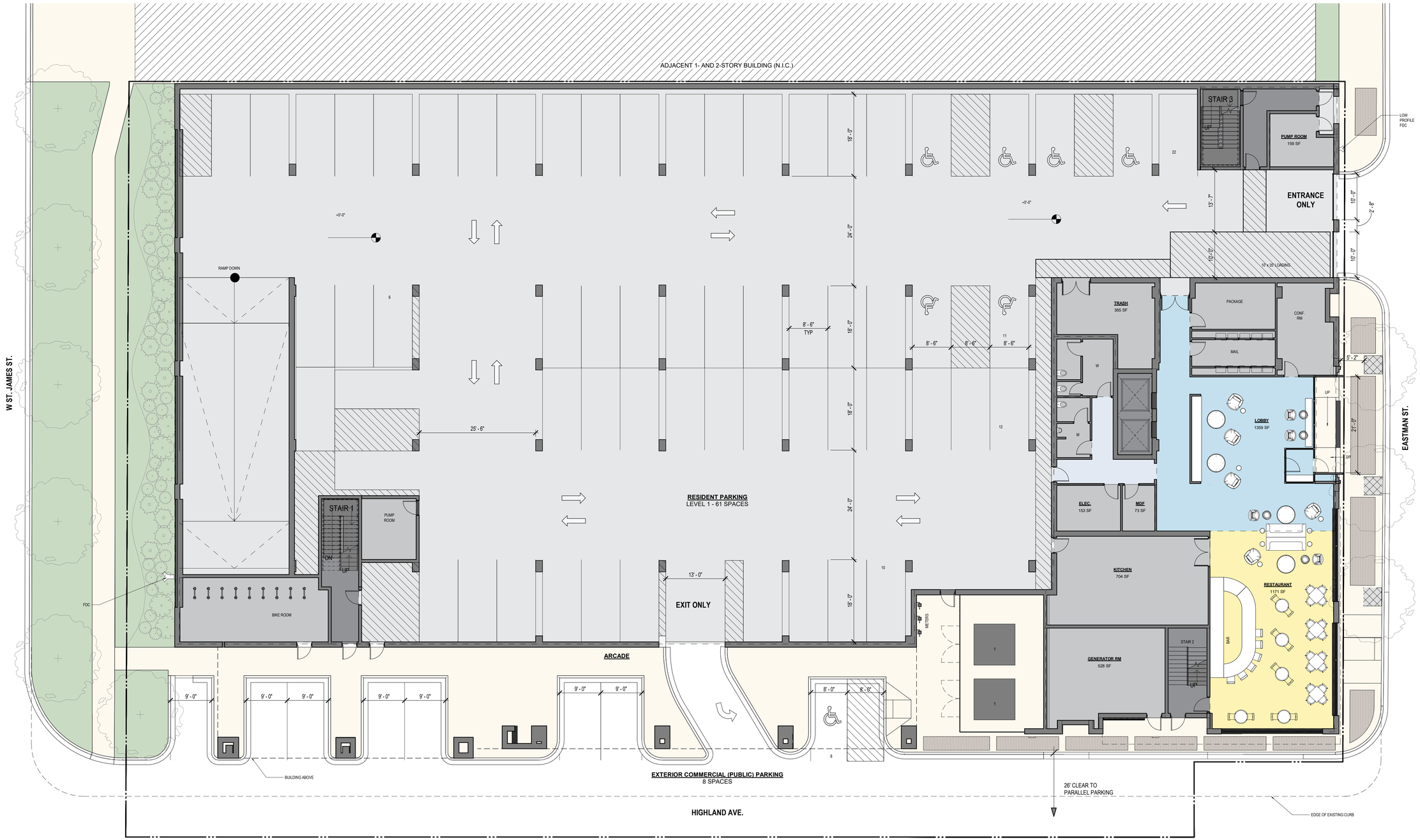
PROJECT

SCALE: 1/16" = 1' 0"
0' 4' 8' 16' 32'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008



1/03 1ST FLOOR PLAN
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

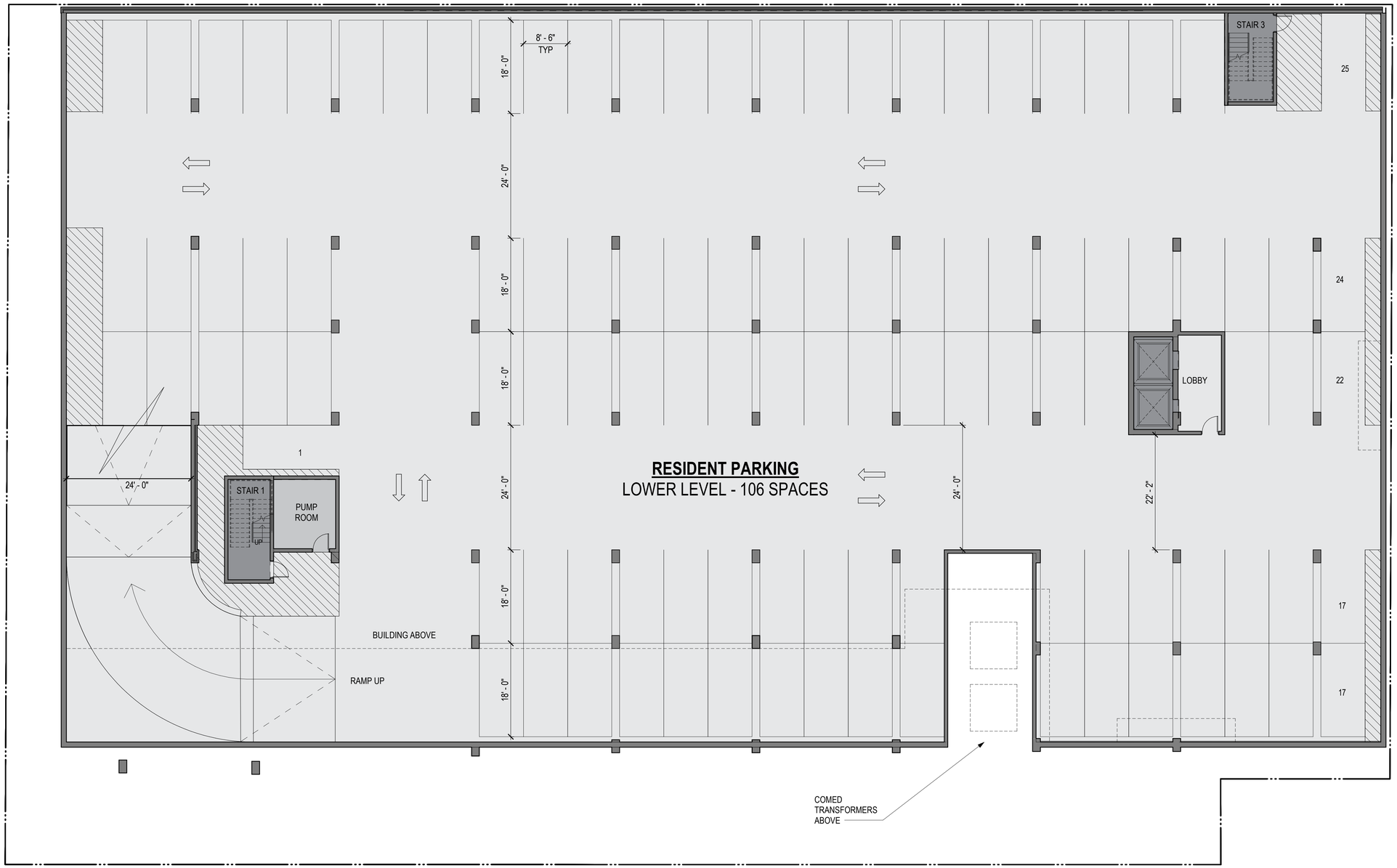
SCALE: 1" = 10'
0 2.5' 5' 10' 20'

PROJECT

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008



1/04 BASEMENT FLOOR PLAN
SCALE: 1" = 10'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

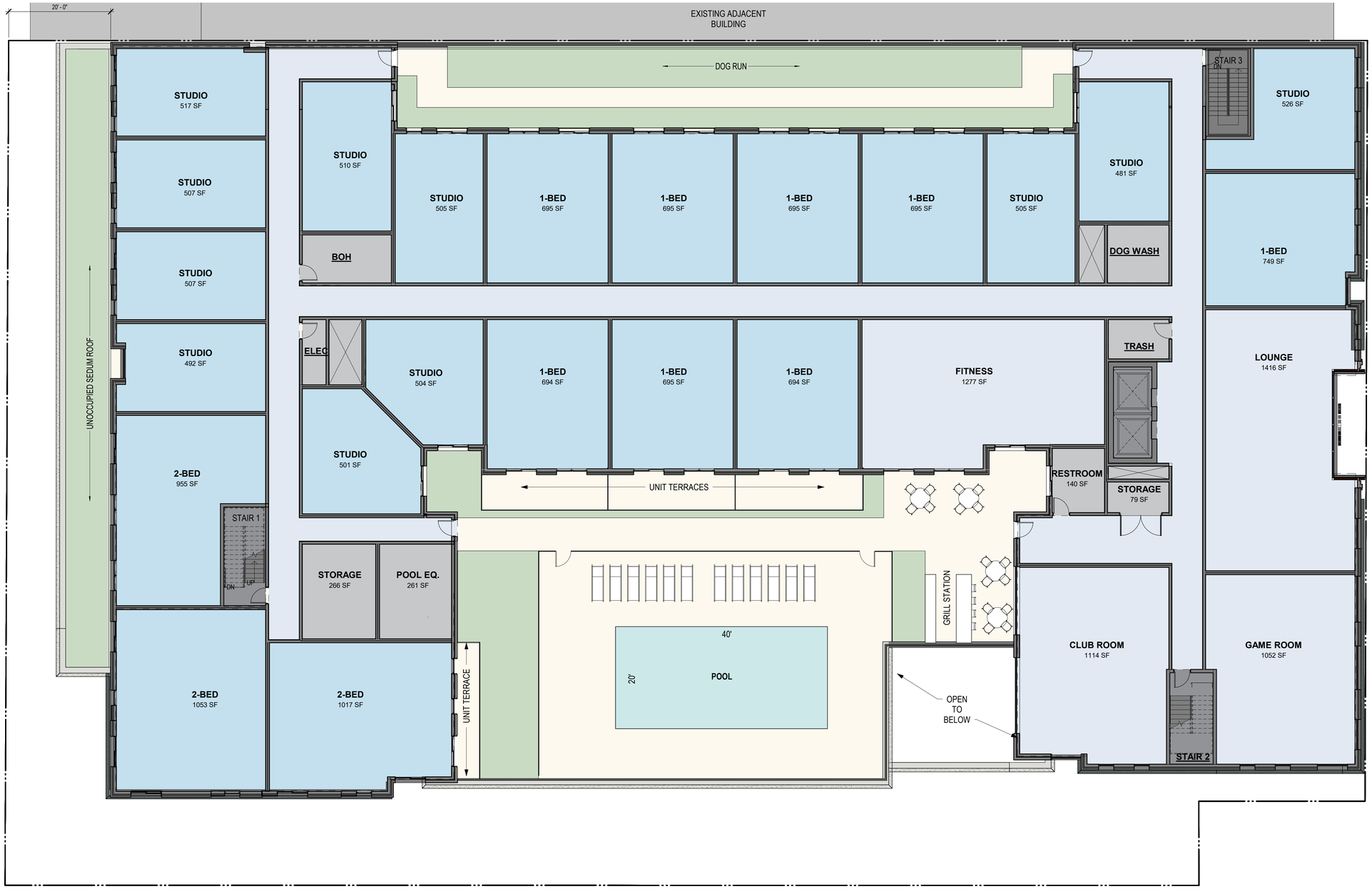
SCALE: 1" = 10'
0 2.5' 5' 10' 20'

PROJECT

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008



1/05 2ND FLOOR PLAN - 25 UNITS
SCALE: 1" = 10'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

PROJECT

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

1/06 TYPICAL FLOOR PLAN (3RD - 5TH)
SCALE: 1" = 10'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

PROJECT

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

1/07 6TH FLOOR PLAN
SCALE: 1" = 10'-0"

24 UNITS

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

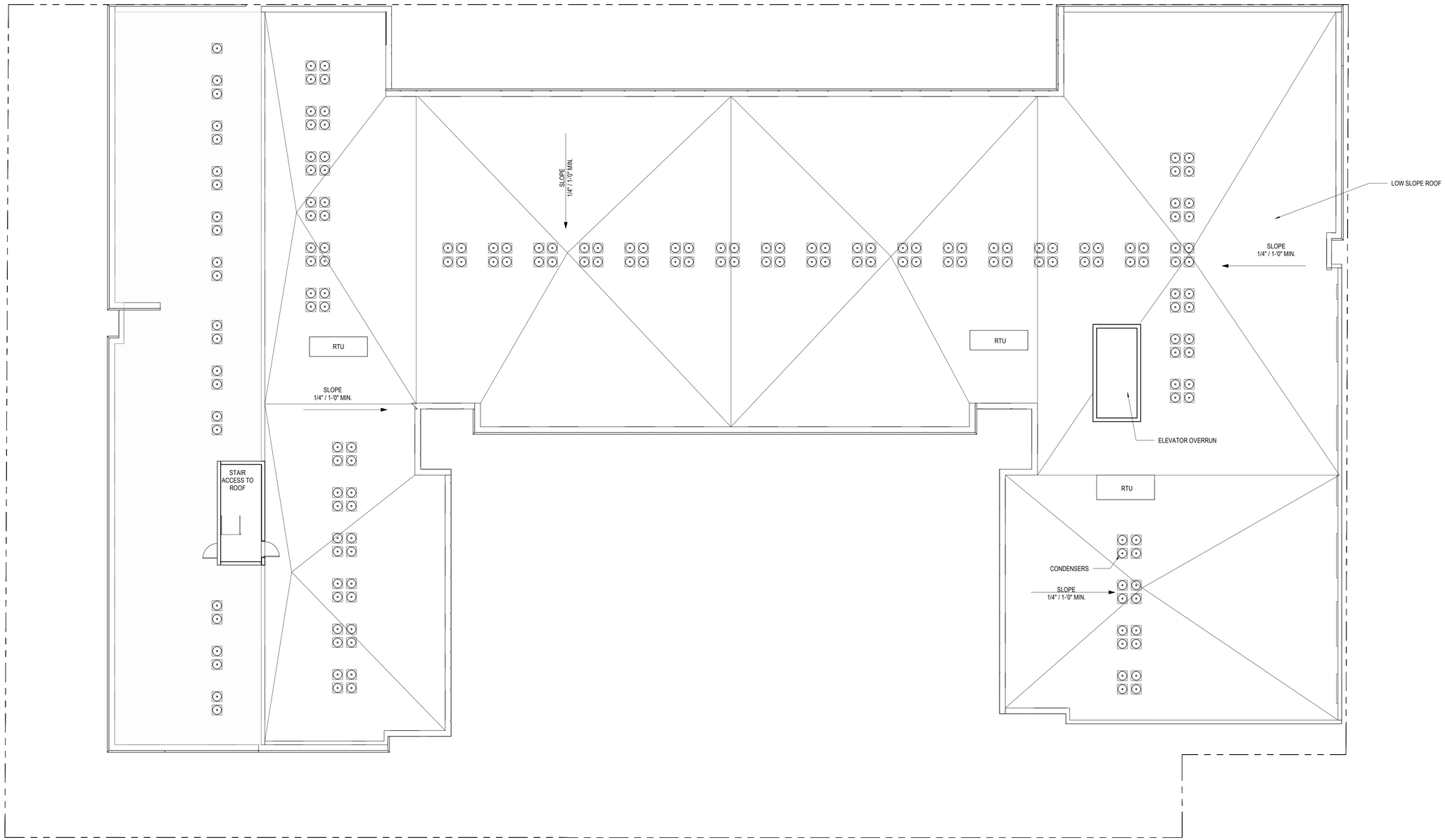
SCALE: 1" = 10'
0 2.5' 5' 10' 20'

PROJECT

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008



1/08 ROOF PLAN
SCALE: 1" = 10'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

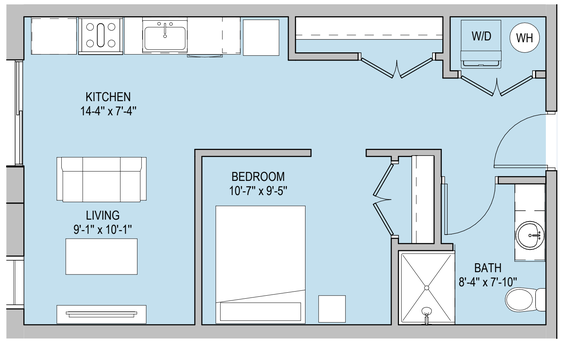
SCALE: 1" = 10'
0 2.5' 5' 10' 20'

PROJECT

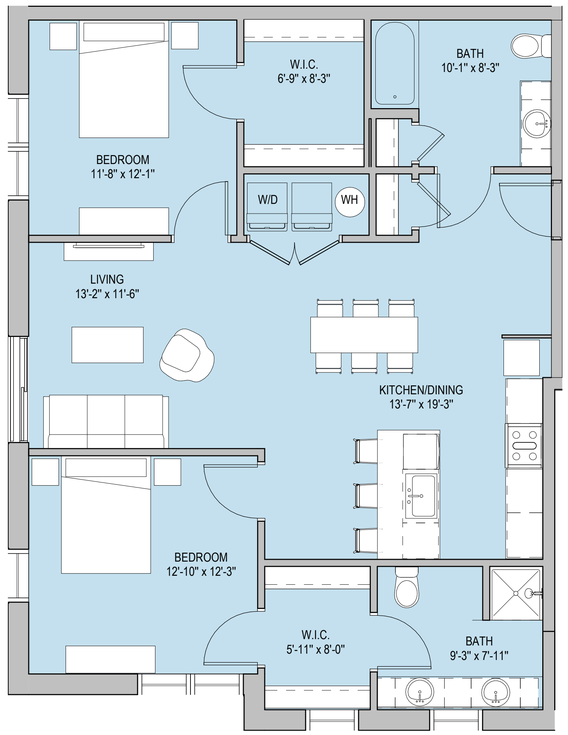
COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

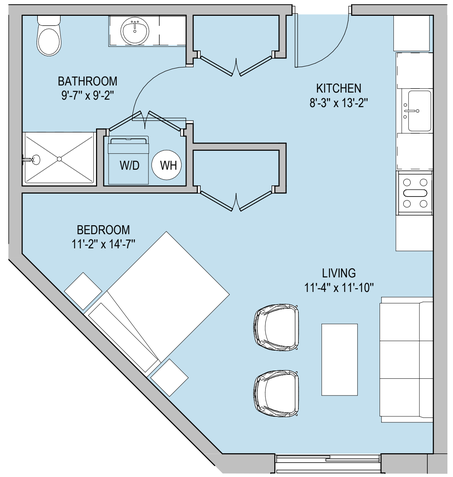
116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008



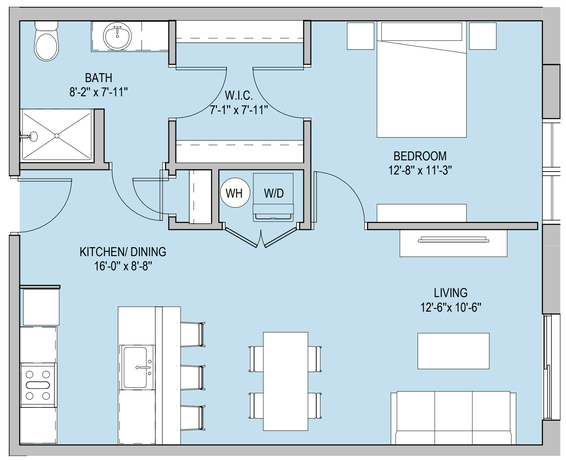
4 / 09 TYPICAL STUDIO UNIT PLAN
SCALE: 1/4" = 1'-0"



2 / 09 TYPICAL TWO BEDROOM UNIT PLAN
SCALE: 1/4" = 1'-0"



3 / 09 TYPICAL INTERIOR STUDIO
SCALE: 1/4" = 1'-0"



1 / 09 TYPICAL ONE BEDROOM UNIT PLAN
SCALE: 1/4" = 1'-0"

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1/4" = 1' 0"
0' 1' 2' 4' 8'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
Red Mortar	Solomon Colors, 44X Deep Red
Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

1/10 SOUTH ELEVATION
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
Red Mortar	Solomon Colors, 44X Deep Red
Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

1/11 WEST ELEVATION
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
Red Mortar	Solomon Colors, 44X Deep Red
Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

1/12 NORTH ELEVATION
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
Red Mortar	Solomon Colors, 44X Deep Red
Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

1/13 EAST ELEVATION
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

MATERIAL LIST

Red Brick	Endicott Brick, Norman Size - Color: 'Medium Ironspot 77'
Red Mortar	Solomon Colors, 44X Deep Red
Charcoal Brick	Endicott Brick, Norman Size - Color: 'Manganese Ironspot'
Charcoal Mortar	Spec Mix, SM8000 - Black
Gray Brick	Interstate Brick, Norman Size - Color: 'Platinum'
Gray Mortar	Spec Mix, SM330 - Burlywood
Stone Base	Shouldice - Architectural, color: Colby
Glass/Alum storefront	Black finish
Vinyl Windows	Black finish
Balcony Railings	Prefinished Alum. Railing - Black
Wall coping	Pre-finished Alum. Coping
Wall Louvers	Prefinished Alum. - Black
Red Stucco	Sto Stucco - Color to match Red Brick
Charcoal Gray Stucco	Sto Stucco - Charcoal Gray
Dark Gray Stucco	Sto Stucco - Black
Continuous Cast Stone Sill	Cast Stone - Color to match Red Brick

3/14 SOUTH COURTYARD EAST ELEVATION
SCALE: 1" = 10'-0"

1/14 NORTH COURTYARD EAST ELEVATION
SCALE: 1" = 10'-0"

4/14 SOUTH COURTYARD WEST ELEVATION
SCALE: 1" = 10'-0"

2/14 NORTH COURTYARD WEST ELEVATION
SCALE: 1" = 10'-0"

OKW Architects

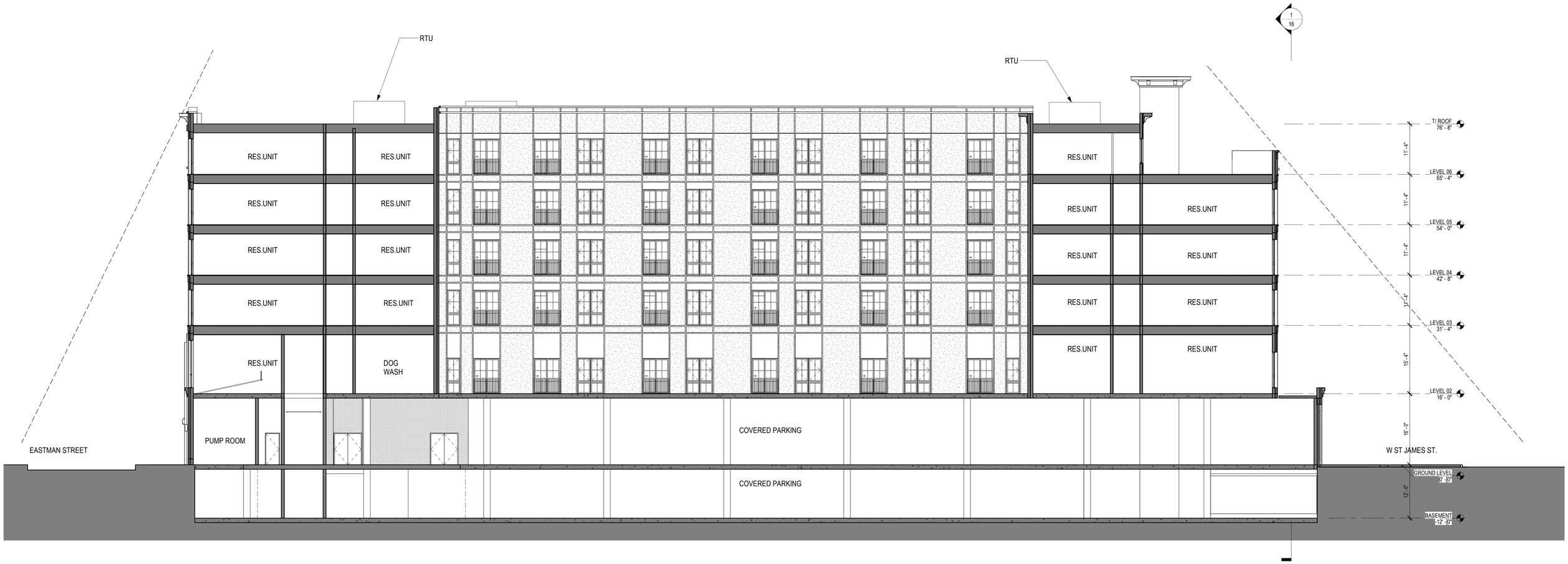
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008



1/15 NORTH-SOUTH BUILDING SECTION
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

1/16 EAST-WEST BUILDING SECTION

SCALE: 1" = 10'-0"

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

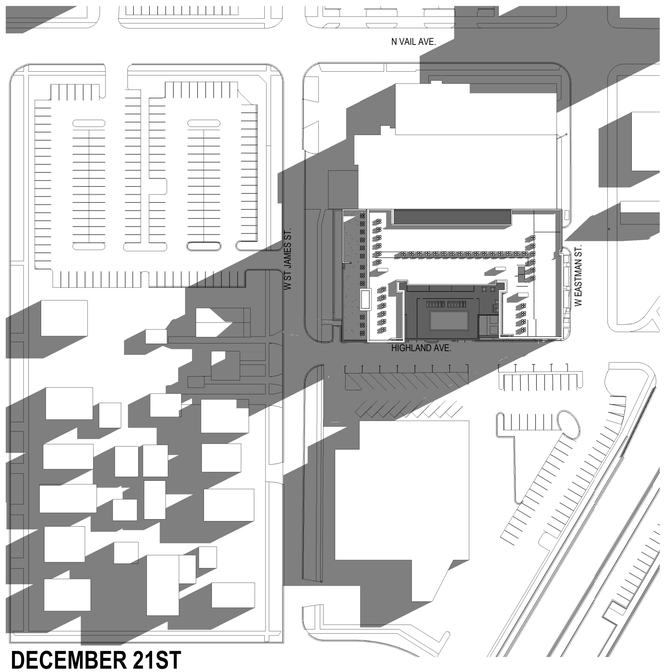
SCALE: 1" = 10'

0 2.5' 5' 10' 20'

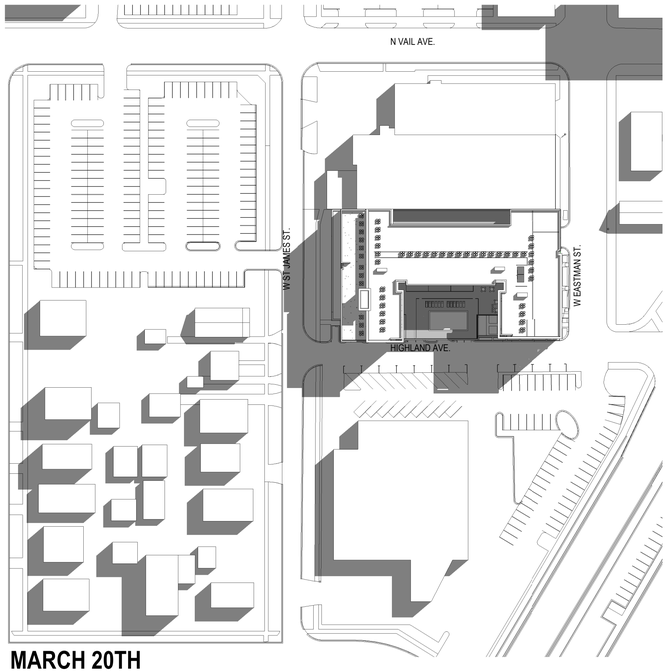
COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

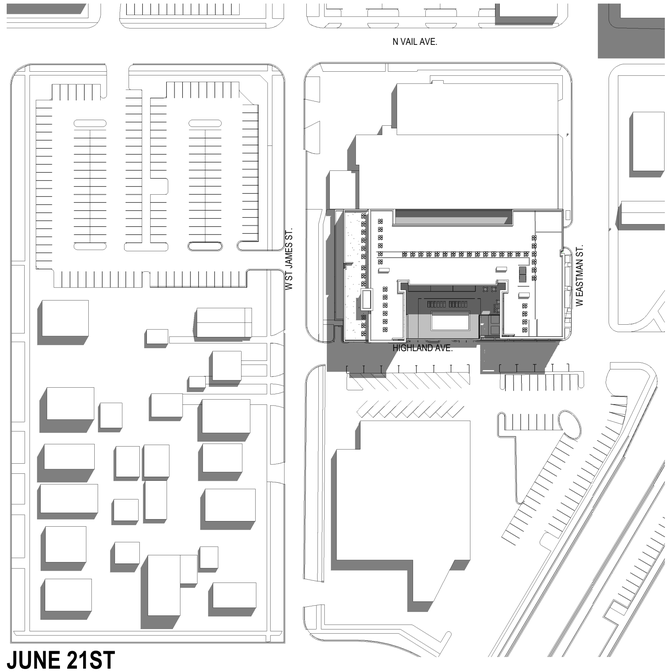
116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008



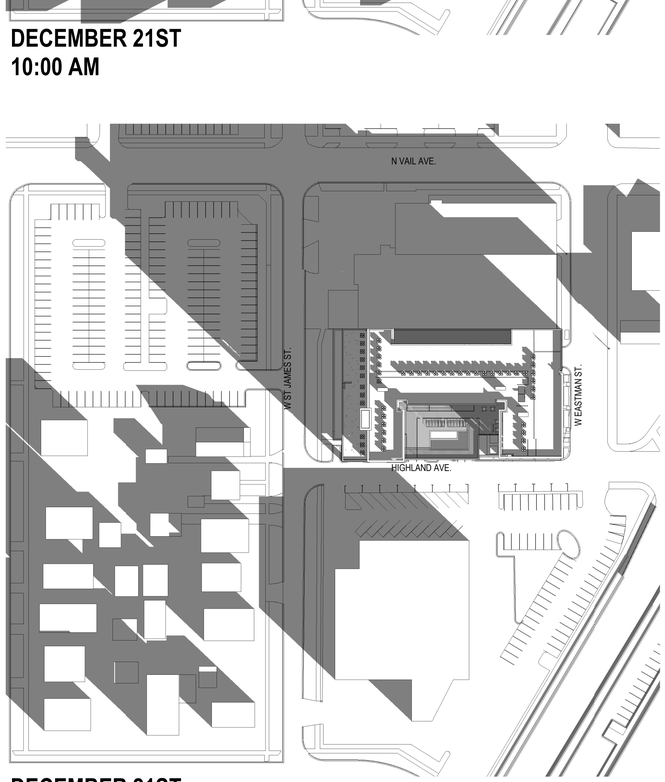
DECEMBER 21ST
10:00 AM



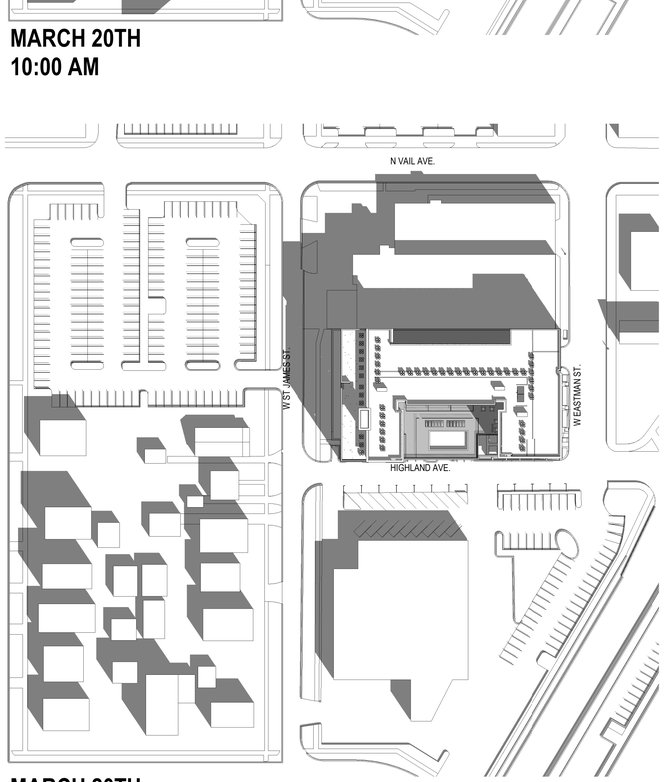
MARCH 20TH
10:00 AM



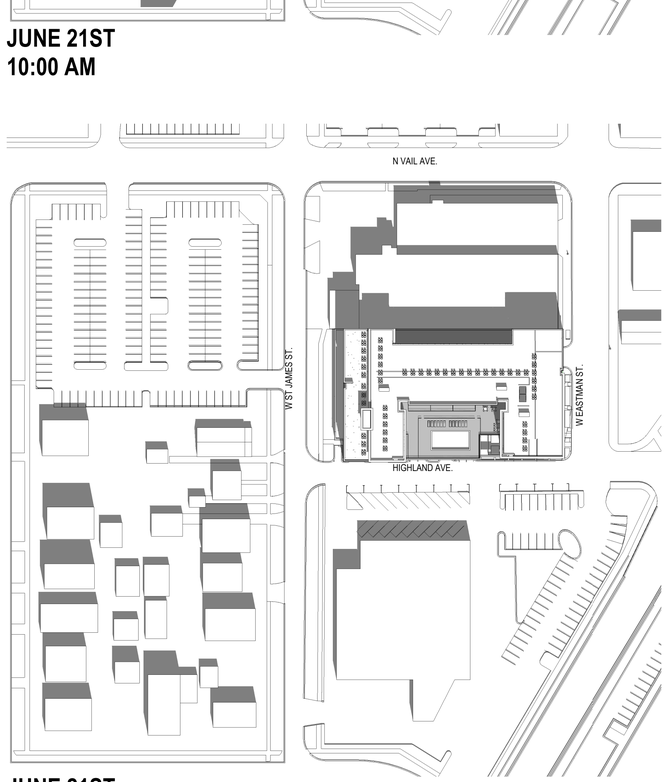
JUNE 21ST
10:00 AM



DECEMBER 21ST
3:00 PM



MARCH 20TH
3:00 PM



JUNE 21ST
3:00 PM

SUN STUDIES

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

PROJECT

SCALE: 1" = 80'
0 20' 40' 80' 160'

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/31/2023 Project #: 22008

VIEW FROM NORTHWEST HWY

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
AUGUST 01, 2023 Project #: 22008

EASTMAN AVE. ENTRANCE

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

VIEW FROM ST. JAMES ST.

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

VIEW FROM ST. JAMES ST.

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

VIEW FROM HIGHLAND AVE.

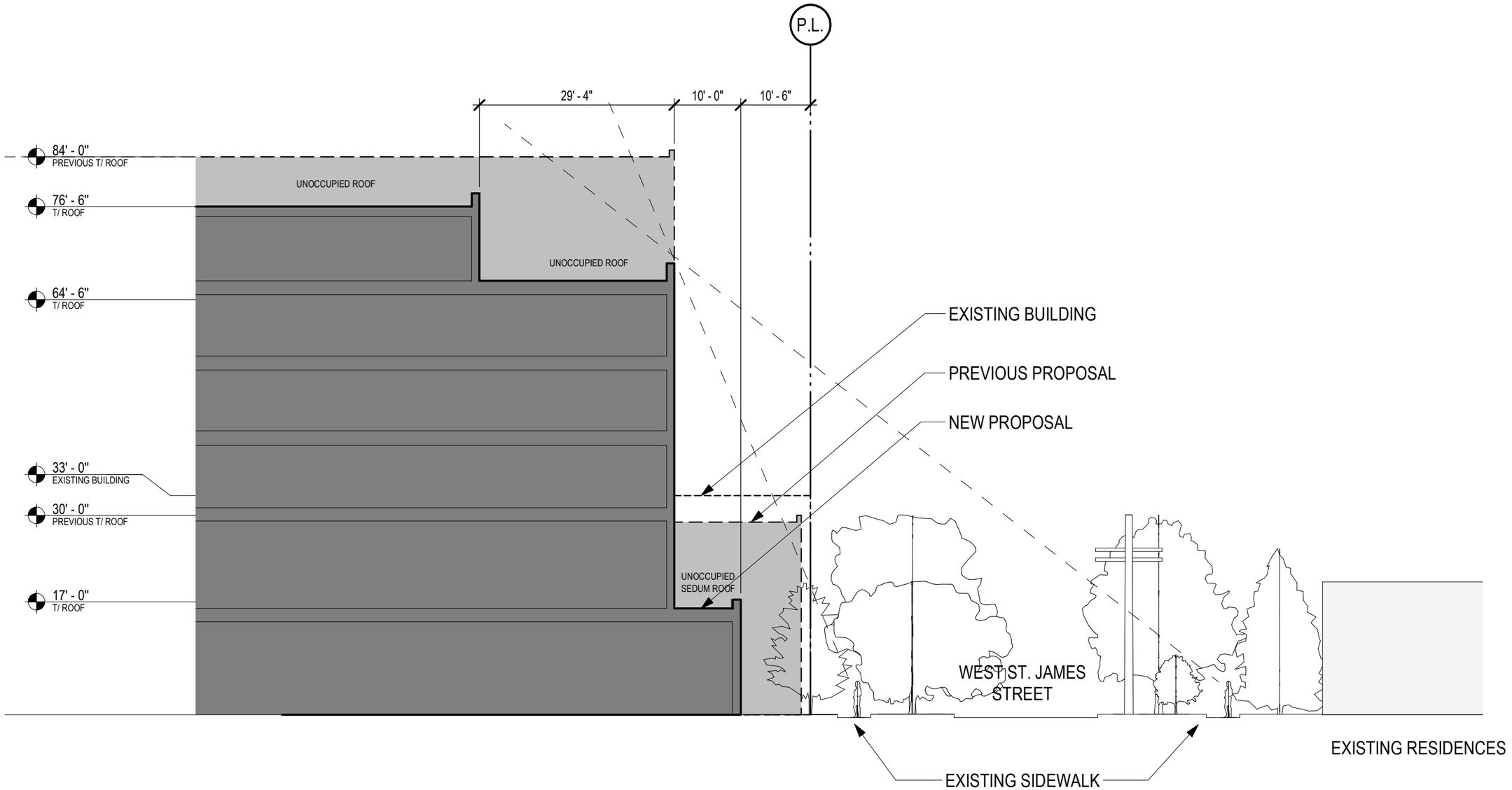
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

PREVIOUS DESIGN OVERLAY

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC



1 WEST ST. JAMES STREET SECTION

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

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
AUGUST 01, 2023 Project #: 22008

Design studies included in this package:

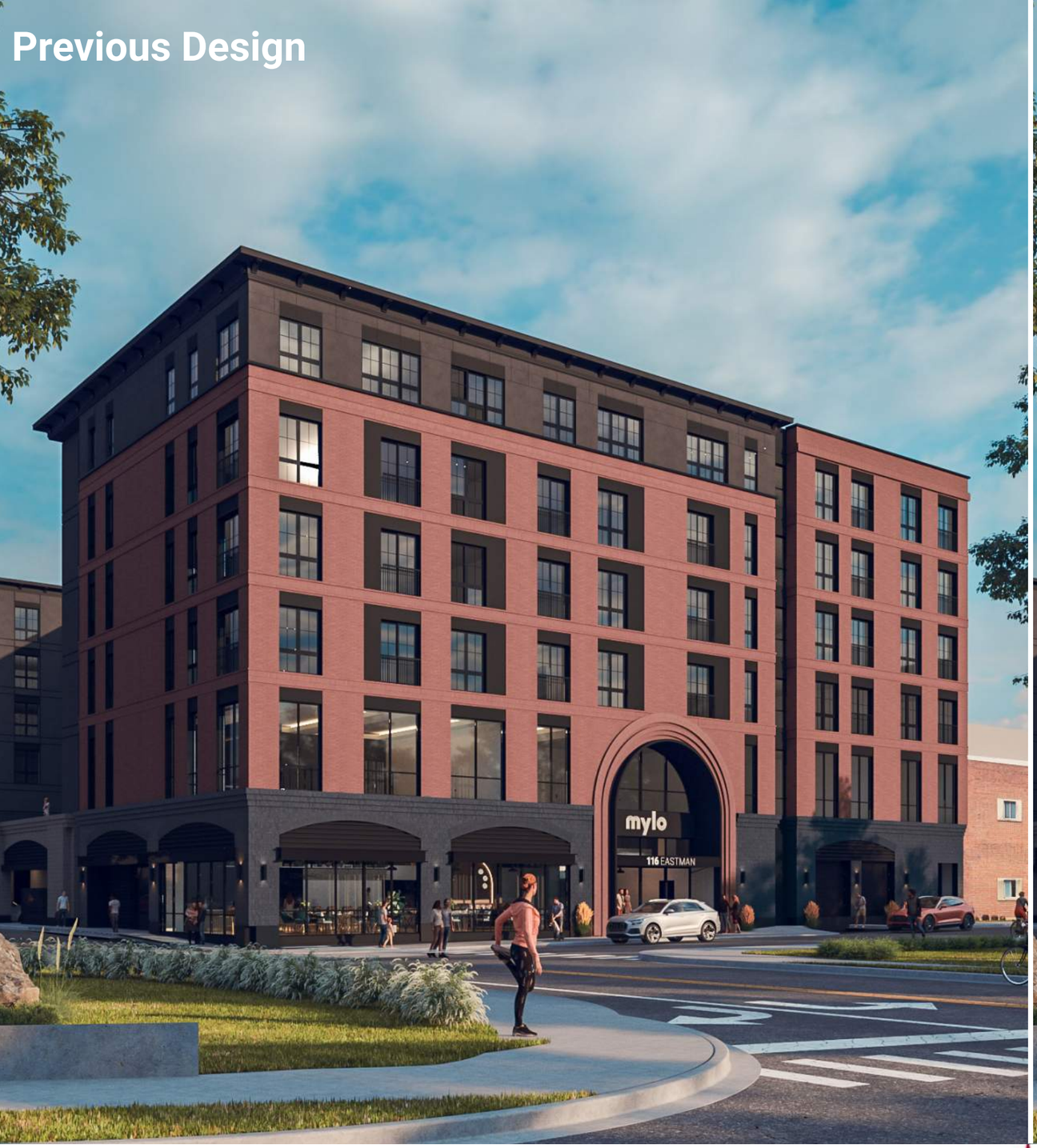
- Study language of the ‘arcade’ & retail flattened arches.
- Add detail to top of brick (and/or coping) on the north elevation.
- Consider the East façade in two capacities:

o The upper levels that will be visible from the east. Consider small setbacks, etc to incorporate windows. Or look to add a stucco portion to the SE wall, similar to the NE wall.

o The podium, which could become visible in the future if the neighboring building is torn down. The Commission understands that this wall will need to be built from the inside, but wants to confirm it will have a finish.

- Study ways to better align brick piers on upper levels with brick piers on first floor.

Previous Design



Proposed Alternate

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
SEPTEMBER 21, 2023 Project #: 22008

Previous Design

Proposed Alternate

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
SEPTEMBER 21, 2023 Project #: 22008

Previous Design

Proposed Alternate

DETAILED BRICK CORNICE

RECESSED WALL
WITH WINDOWS

ORTHOGONAL OPENINGS AT BASE

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
SEPTEMBER 21, 2023 Project #: 22008

Previous Design

Proposed Alternate

DETAILED BRICK CORNICE

ORTHOGONAL OPENINGS AT BASE

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT DEVELOPMENT, LLC

Previous Design

Proposed Alternate

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT
DEVELOPMENT, LLC

Previous Design

Proposed Alternate

DETAILED BRICK CORNICE

ORTHOGONAL OPENINGS AT BASE

BRICK PIER ALIGNMENT

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT DEVELOPMENT, LLC

Previous Design

Proposed Alternate

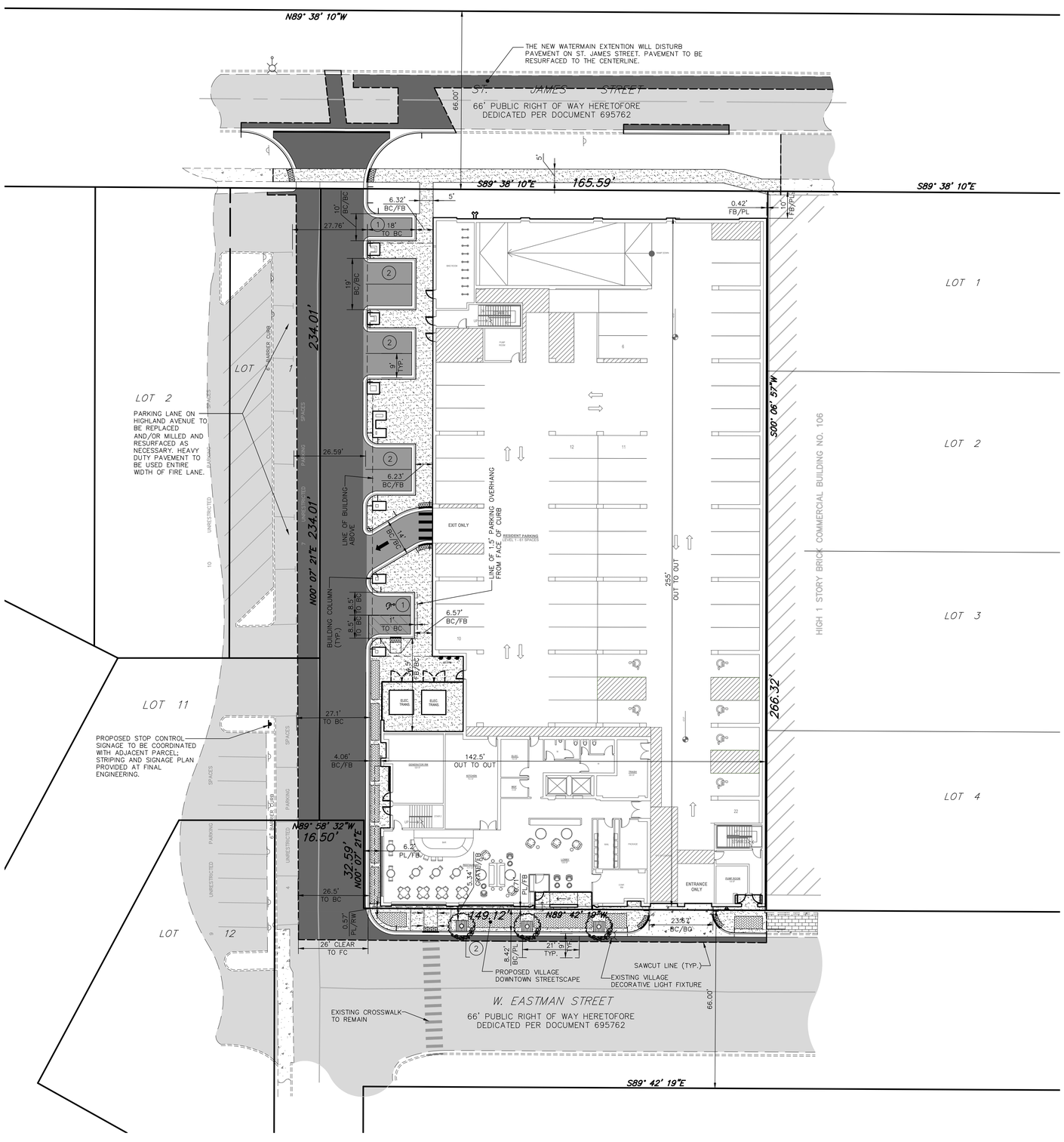
OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

COMPASSPOINT DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 EASTMAN STREET
ARLINGTON HEIGHTS, ILLINOIS 60004
SEPTEMBER 21, 2023 Project #: 22008



SURFACE IMPROVEMENT LEGEND:

- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE
- NEW ASPHALT PAVEMENT
- NEW HEAVY-DUTY ASPHALT PAVEMENT
- NEW CONCRETE SIDEWALKS
- PROPOSED B6.12 CONCRETE CURB AND GUTTER
- PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
- PROPOSED DEPRESSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- EXISTING DEPRESSED CURB AND GUTTER

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
FW	=	FACE OF WALK (SIDEWALK)
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

SITE DATA:

TOTAL SITE SIZE	= 43,581 S.F. (1.0 AC)
EXISTING SITE CONDITIONS:	
EXISTING BUILDING/PAVT/SW	= 41,544 S.F.
EXISTING GREENSPACE	= 2,037 S.F.
EXISTING CONDITION IMPERVIOUS AREA	= 41,544 S.F.
PROPOSED SITE CONDITIONS:	
PROPOSED BUILDING/PAVT/SW	= 42,179 S.F.
PROPOSED GREENSPACE	= 1,402 S.F.
PROPOSED CONDITION IMPERVIOUS AREA	= 42,179 S.F.

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER.
4. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED APRIL 27, 2022.
5. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
6. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY- REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
8. ALL STRUCTURAL AND ARCHITECTURAL DESIGN DATA FOR THE MASONRY WALLED TRASH ENCLOSURES ARE THE RESPONSIBILITY OF THE PROJECT ARCHITECT. REFER TO THE ARCHITECTURAL PLANS FOR ALL DETAILS PERTAINING TO SAME.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. THE HEAVY-DUTY PAVEMENT SECTION SHALL MEET VILLAGE STANDARD & CONSIST OF: 2" SURFACE, 2 1/4" N-50 BINDER, 5" N-50 BINDER, & 4" CA-6 STONE SUBBASE.
11. CONCRETE DRIVEWAY APRONS TO BE 8" THICK.
12. THE PAVEMENT ON W. EASTMAN ST. SHALL BE MILLED AS NECESSARY TO MATCH EXISTING GRADE NEAR CURBLINE. LOCATION DETERMINED AT FINAL ENGINEERING.
13. THE BRICK PAVER SECTION ALONG W EASTMAN ST. SHALL MATCH THE DOWNTOWN STREETSCAPE.
14. WITH THE ADDITION OF A FUTURE PUBLIC SIDEWALK EASEMENT, A 5.0' ACCESSIBLE ROUTE ALONG THE EASTMAN STREET SIDEWALK IS PROVIDED.
15. COORDINATION WITH PLANNING AND ENGINEERING AT THE TIME OF FINAL DESIGN WILL DETERMINE VILLAGE PAVERS AT CERTAIN CROSSWALK LOCATIONS, ALONG WITH THE OPTION FOR A STRIPED LOADING ZONE (21' LONG PARKING STALL) ALONG EASTMAN STREET.

VILLAGE OF ARLINGTON HEIGHT'S SIDEWALK REQUIREMENTS

REINFORCEMENT

No welded wire fabric is allowed to be placed in any sidewalk in the Village right-of-way or any sidewalk to be maintained by the Village. Where sidewalk crosses over a utility conduit, two #4 reinforcing bars shall be placed mid-depth within sidewalk and extend to a minimum of 5 feet beyond either side of the utility crossing.

FORMS

Side forms shall be lumber with a nominal thickness of 2 inches and a depth equal to the sidewalk thickness specified or of steel with equal rigidity. 2x4 forms will not be allowed. Side forms shall be held sectionly in place by stakes or braces, withthe top edges of the forms true to grade. The forms shall be lightly coated with oil prior to placing concrete.

FORM REMOVAL AND BACKFILL

Unless otherwise approved by the Director of Engineering, all forms shall remain undisturbed for a minimum of 24 hours after the concrete has been placed, and be removed within 48 hours. Upon the removal of the forms, the Contractor shall have seven calendar days to backfill between the side of the sidewalk and the ground using top soil. The Contractor is responsible for maintaining proper barricades until soil has been placed.

EXPANSION JOINTS

Expansion joints shall consist of preformed joint filler, 1/2 inch thick. The top of the expansion joint shall be placed 1/4 inch below the surface of the sidewalk, and extend to the full depth of the walk. Expansion joints shall be spaced a minimum of 50 feet and shall also be placed between the sidewalk and all structures, such as light standards, manholes, etc., which extend through the sidewalk.

Where the sidewalk is constructed adjacent to pavement or curb having expansion joints , the expansion joints in the sidewalk shall be placed opposite the existing expansion joints as nearly as practicable. Expansion joints shall also be placed where the sidewalk abuts existing sidewalks, between concrete driveway pavement and sidewalk, and between sidewalk and curbs where the sidewalk abuts a curb.

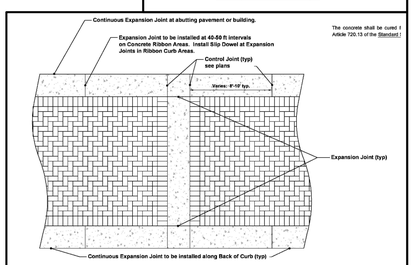
Slip Dowels are to be installed at all expansion joint locations within concrete ribbon areas.

PLACING, FINISHING, PROTIECTION AND CURING

The concrete sidewalk shall be placed and finished in accordance with Article 424.06 of the Standard Specifications for Road and Bridge Construction.

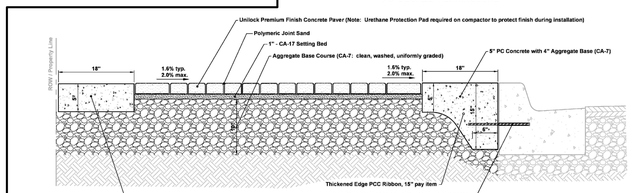
All exposed concrete surfaces shall be protected against damage by rain or other natural causes. The Contractor shall be responsible for protecting the concrete against vandalism until the concrete is set and cured.

The concrete shall be cured for a minimum period of three days after placement as described in Article 720.13 of the Standard Specifications for Road and Bridge Construction.



The concrete shall be cured in Article 720.13 of the Standard

PROPOSED PAVER PATTERN DETAIL
90-DEGREE HERRINGBONE



PROPOSED SIDEWALK CROSS-SECTION

VILLAGE PAVER DETAILS

August 30, 2023 3:29:28 p.m. AcadVer:24.2s (LMS Tech)
Drawing: S:\68512022 – EASTMAN STREET APARTMENTS\300_ENGINEERING\310_CADD\PRELIM\685_BASE_PRELIM.DWG

© COPYRIGHT 2022

NO.	DATE	REVISIONS	DRAWN BY
1	08/31/23	PER VILLAGE REVIEW #1	TLM

EASTMAN STREET APARTMENTS

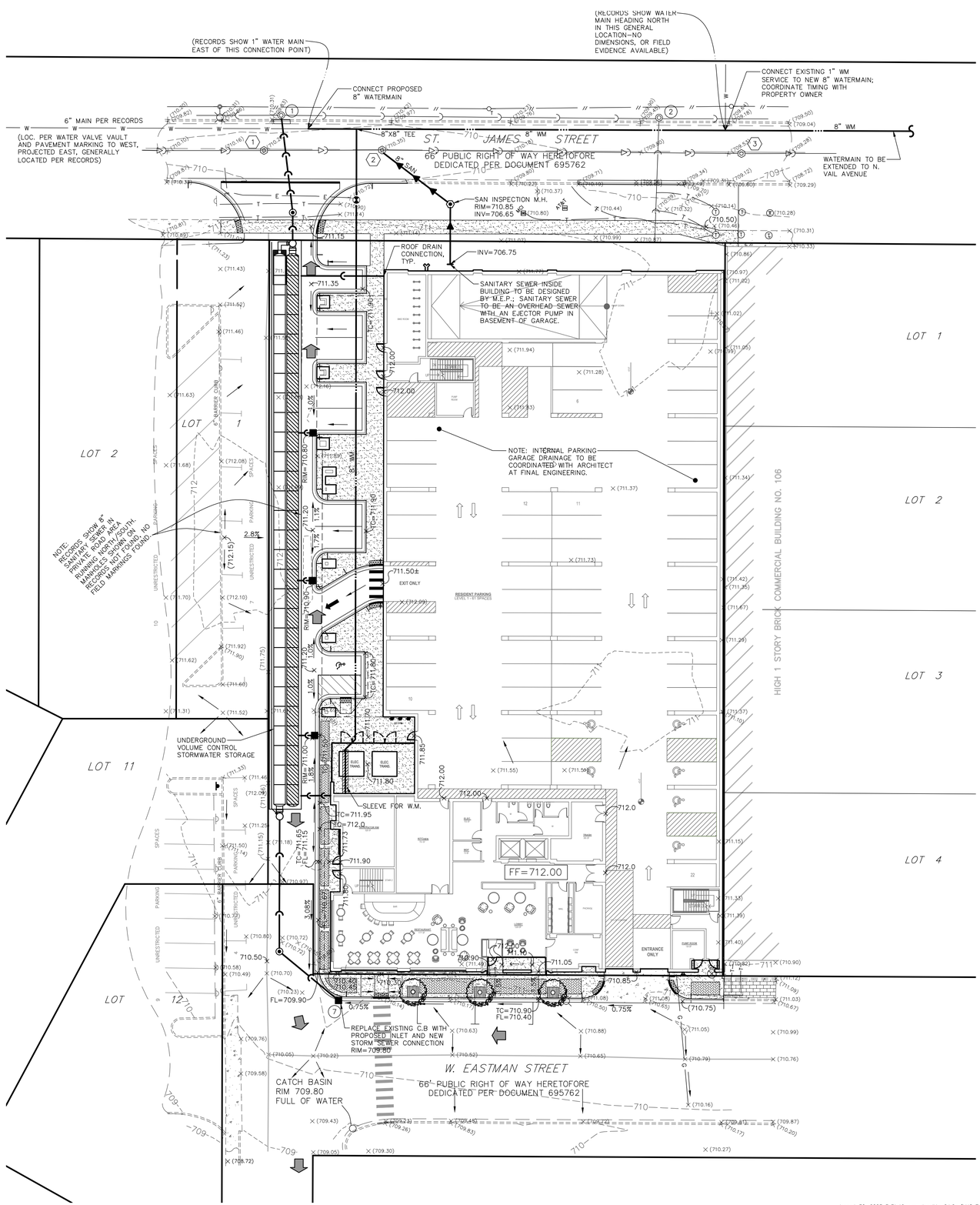
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL

PRELIMINARY SITE DEVELOPMENT PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET 1 OF 2



GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

VOLUME CONTROL STORAGE SUMMARY

VOLUME CONTROL STORAGE REQUIRED= 0.0807 AC-FT
VOLUME CONTROL STORAGE PROVIDED= 0.0837 AC-FT

STORM TECH SYSTEM= 3647 CF

VV Total STORM TECH= 0.0837 AC-FT

SEASONAL HIGH GROUND WATER LEVEL= (±) 10' DEEP ON TSC SOIL BORINGS DATED APRIL 25, 2022.

ABBREVIATIONS LEGEND (IN ADDITION TO TITLE SHEET LEGEND)

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
EC	=	EDGE OF CONCRETE
RW	=	RETAINING WALL
ROW	=	RIGHT OF WAY
BC/BC=		BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(TYP)	=	TYPICAL
DW	=	DEMISING WALL

EXISTING UTILITY STRUCTURE SCHEDULE

SANITARY SEWER STRUCTURES

(1) SANITARY MANHOLE RIM 710.26 18" VCP W INV 700.77 18" VCP E INV 700.77	(2) SANITARY MANHOLE RIM 710.35 18" VCP W INV 700.58 18" VCP E INV 700.53 6" VCP N INV 701.15 8" VCP S INV 701.36 **PROP. INV=±706.00**
(3) SANITARY MANHOLE RIM 709.52 18" VCP W INV 700.42 18" VCP E INV 700.39 8" RCP NE INV 704.17 8" RCP SE INV 704.12	

STORM SEWER STRUCTURES

(1) STORM MANHOLE RIM 710.34 24" RCP W INV 696.39 24" RCP E INV 696.24 **PROP. INV=±706.00**	(2) STORM MANHOLE RIM 709.65 24" RCP W INV 695.52 24" RCP E INV 695.35
(3) CATCH BASIN RIM 710.64 10" RCP SE INV 706.79	(4) STORM MANHOLE RIM 710.88 10" RCP NW INV 705.73 12" RCP W INV 705.73 15" RCP N INV 699.00 15" RCP S INV 699.18
(5) STORM MANHOLE RIM 711.42 15" RCP N INV 700.03 12" PVC S INV 704.60	(6) CATCH BASIN RIM 710.50 12" PVC N INV 704.90 6" PVC S INV 706.20
(7) CATCH BASIN RIM 709.80 6" PVC N INV 707.75	

(2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
[5] WATERMAIN STRUCTURE NUMBER

NOTES;

1. EXISTING WATER SERVICES SHALL BE ABANDON AT THE MAIN.
2. THE EXISTING SANITARY SERVICE FOR 116 W. EASTMAN SHALL BE ABANDON.
3. THE PAVEMENT REPAIR ON ST. JAME'S STREET FOR UTILITY CONNECTIONS SHALL BE FULL DEPTH AND A MINIMUM OF 5.0' WIDE.

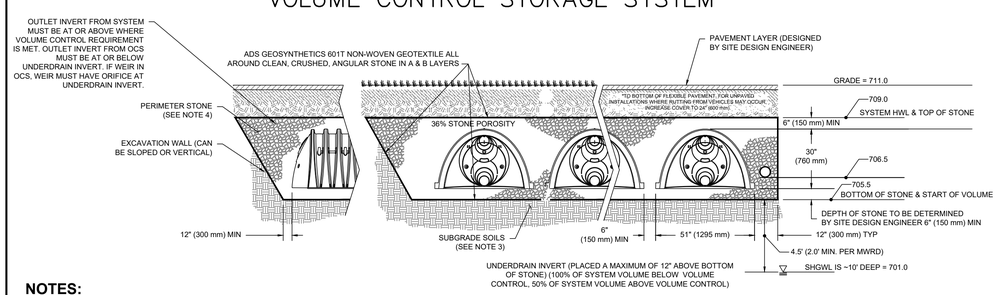
PRELIMINARY PLAN NOTES:

1. THESE PLANS ARE PRELIMINARY, FOR REVIEW ONLY, AND NOT FOR CONSTRUCTION. THE FINAL PLANS SHALL BE DESIGNED IN ACCORDANCE WITH THE FOLLOWING MANUALS: "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS"; "THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS"; "THE RECOMMENDED STANDARDS FOR SEWAGE WORKS"; THE VILLAGE OF ARLINGTON HEIGHTS ORDINANCES, CODES AND DETAILS; AND THE MANUALS, CODES AND ORDINANCES REFERENCED IN THE FOLLOWING NOTES.
2. THE TOPOGRAPHIC AND EXISTING UTILITY INFORMATION SHOWN HEREIN WAS PROVIDED BY GENTILE AND ASSOCIATES, INC. PLAT OF SURVEY DATED APRIL 27, 2022.
3. THE SITE PLAN SHOWN HEREIN WAS PROVIDED BY OKW ARCHITECTS. THE PLAN SHALL BE GEOMETRICALLY VERIFIED AND ADJUSTED DURING PREPARATION OF FINAL PLAT.
4. ADDITIONAL SOIL EROSION CONTROL MEASURES AND BEST MANAGEMENT PRACTICES SHALL BE PROVIDED PER LOCAL ORDINANCE AND PER THE "ILLINOIS URBAN MANUAL" AT TIME OF FINAL ENGINEERING DESIGN.
5. SIDEWALKS SHALL BE P.C.C. AND SHALL EXTEND THROUGH DRIVEWAY APRONS. RAMPS AT INTERSECTIONS SHALL BE PROVIDED IN ACCORDANCE WITH THE "ILLINOIS ACCESSIBILITY CODE".
6. PUBLIC AND PRIVATE STREETS SHALL BE P.C.C. CURB AND GUTTER WITH FLEXIBLE PAVEMENT MATERIAL.
7. PAVEMENT MARKING SHALL BE RETRO-REFLECTIVE PLIANT POLYMER FILM; PARKING STRIPING SHALL BE PAINT.
8. PRELIMINARY STORM WATER VOLUME CONTROL HAS BEEN CALCULATED IN ACCORDANCE WITH MWRD WMO.
9. SANITARY SEWER SYSTEM SHALL BE DESIGNED IN ACCORDANCE TO "MWRDGC SEWER PERMIT ORDINANCE". SANITARY SEWER MAIN SHALL BE 8 INCHES IN DIAMETER AND MATERIAL SHALL BE PVC SDR 26. SANITARY SEWER SERVICES SHALL BE 6 INCHES IN DIAMETER.
10. STORM SEWER 10" IN DIAMETER OR LESS SHALL BE PVC SDR 26 OR DIP CLASS 52. STORM SEWER 12 INCHES IN DIAMETER OR LARGER SHALL BE RCP CLASS III, ASTM C-76. STORM INLET LOCATIONS MAY BE ADJUSTED DURING FINAL ENGINEERING DESIGN.
11. WATER MAIN SHALL BE 8 INCHES IN DIAMETER DIP CLASS 52 UNLESS OTHERWISE NOTED.
12. APARTMENT BUILDINGS SHALL HAVE INDIVIDUAL WATER, SANITARY & STORM SERVICES, AND DOWNSPOUTS SHALL CONNECT TO STORM SEWER.
13. EASEMENTS SHALL BE PROVIDED FOR PUBLIC UTILITIES WHICH ARE OUTSIDE DEDICATED PUBLIC RIGHT-OF-WAYS. FINAL LOCATION SHALL BE SHOWN ON FINAL PLAT AND PLANS.
14. UTILITY SIZES AND LOCATIONS SHOWN HEREIN ARE PRELIMINARY IN NATURE AND SUBJECT TO CHANGE UPON FINAL ENGINEERING DESIGN.
15. EXISTING UTILITIES AND PAVEMENTS REMAINING ON SITE SHALL BE REMOVED.
16. ALL EXISTING TREES ON SITE SHALL BE REMOVED. A LANDSCAPE PLAN WILL BE PROVIDED BY OTHERS.
17. STORM WATER DETENTION SHALL BE PROVIDED AS A FEE-IN-LIEU OF MEETING VILLAGE OF ARLINGTON HEIGHTS REQUIREMENTS.

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	⊙	⊙
STORM MANHOLE	◎	◉
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▶
CONCRETE HEADWALL	⊃	⋃
VALVE VAULT	⊗	⊛
VALVE BOX	▪	▪
FIRE HYDRANT	⊅	⊁
BUFFALO BOX	∘	•
CLEANOUT	⊠	⊞
SANITARY SEWER	—S—	—S—
FORCE MAIN	—FM—	—FM—
STORM SEWER	—C—	—C—
WATER MAIN	—W—	—W—
CONSTRUCT WATER MAIN UNDER SEWER		
GRANULAR TRENCH BACKFILL		
STREET LIGHT	—☼—	—☼—
ELECTRICAL CABLE	—E—	—E—
2" CONDUIT ENCASEMENT		
ELECTRICAL TRANSFORMER OR PEDESTAL	▣	◪
POWER POLE	—○—	—•—
STREET SIGN	▷	▶
GAS MAIN	—G—	—G—
TELEPHONE LINE	—T—	—T—
CONTOUR	749	749
SPOT ELEVATION	×(750.00)	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
TREE WITH TRUNK SIZE		
SOIL BORING		
TOPSOIL PROBE		
FENCE LINE, WIRE OR SILT	—×—	—×—
FENCE LINE, CHAIN LINK OR IRON	—○—	—○—
FENCE LINE, WOOD OR PLASTIC	—□—	—□—
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		

VOLUME CONTROL STORAGE SYSTEM



NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 550 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

StormTech®
Chamber System
888-892-2694 | WWW.STORMTECH.COM

NO.	DATE	REVISIONS	DRAWN BY
1	08/31/23	PER VILLAGE REVIEW #1	TLM

© COPYRIGHT 2022

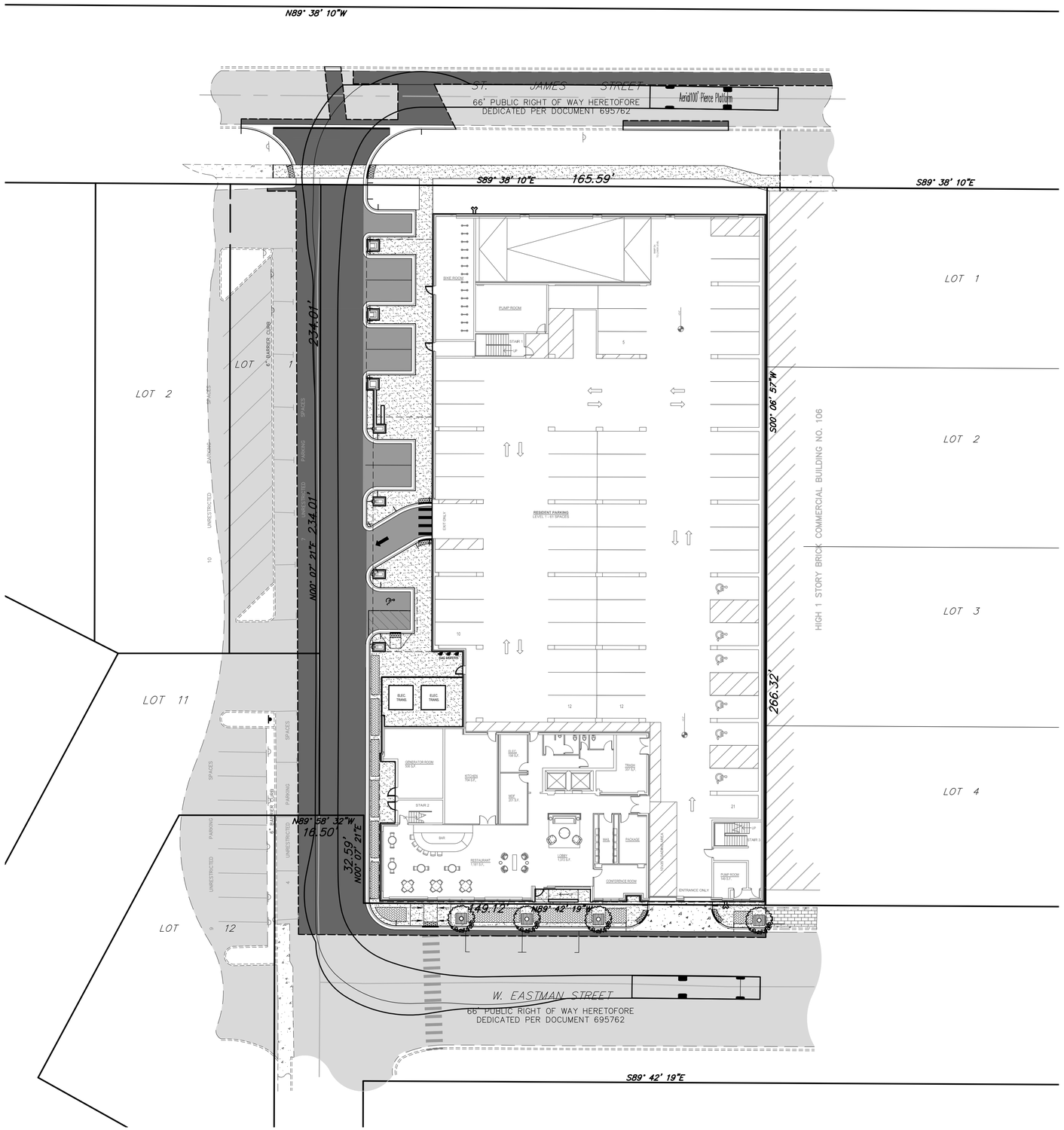
EASTMAN STREET APARTMENTS
116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL
PRELIMINARY ENGINEERING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET 2 OF 2

August 30, 2023 3:31:19 p.m. AcadVer:24.2s (LMS Tech)
Drawing: S:\68512022 - EASTMAN STREET APARTMENTS\300_ENGINEERING\310_CADD\PRELIM\685_BASE_PRELIM.DWG



© COPYRIGHT 2022

DRAWN BY

REVISIONS

DATE

EASTMAN STREET APARTMENTS

116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL

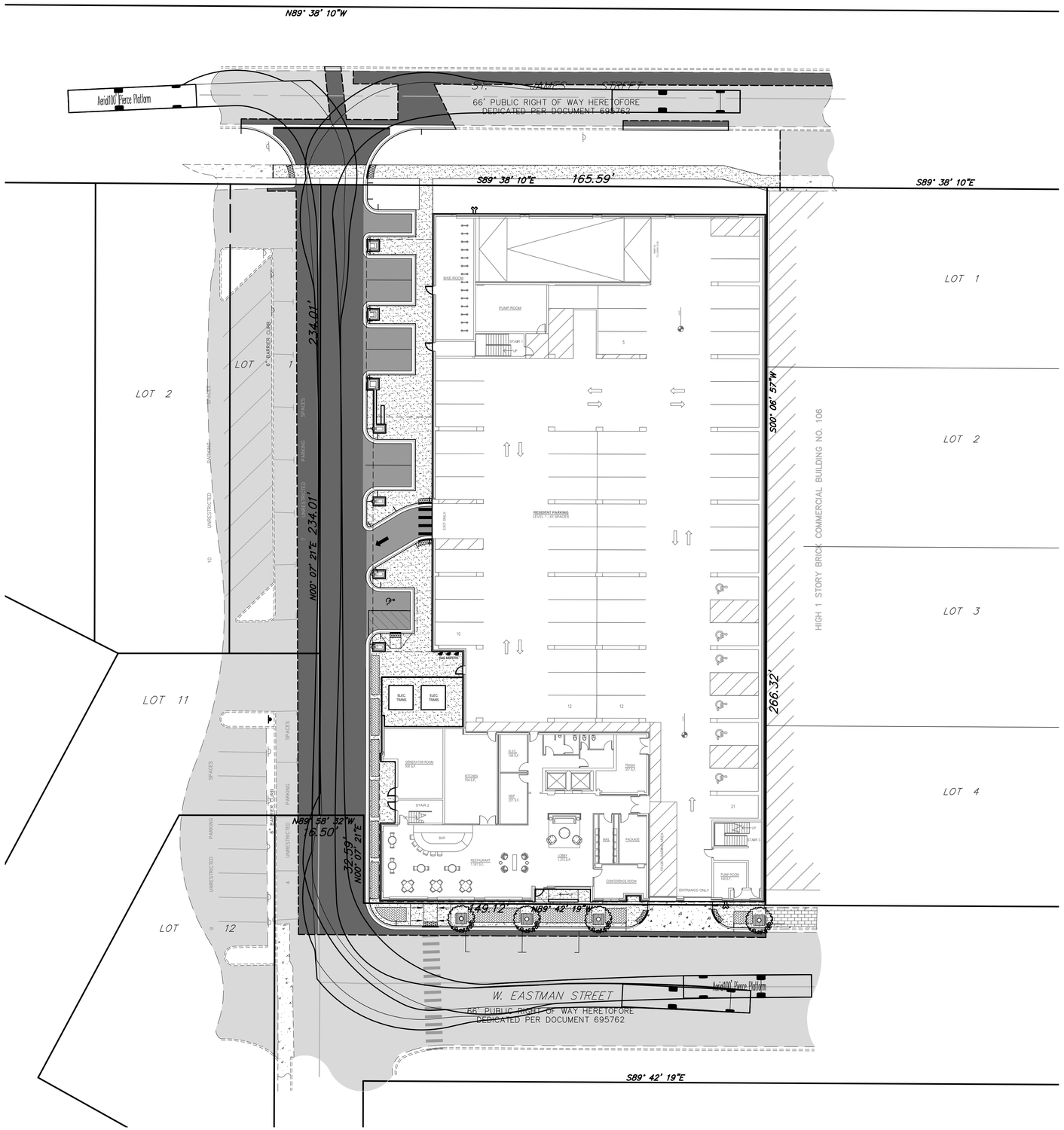
FIRE TRUCK MANEUVERING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 2

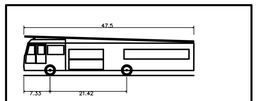
July 27, 2023 3:18:04 p.m. AcadVer:24.2s (LMS Tech)
Drawing: S:\68512022 – EASTMAN STREET APARTMENTS\300_ENGINEERING\310_CADD\PRELIM\685_BASE_PRELIM.DWG



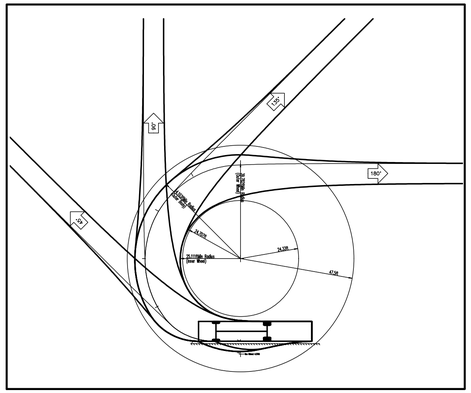
GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.



Aerial100' Pierce Platform	
Overall Length	47.500ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.167ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	40.00°



EASTMAN STREET APARTMENTS

116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL

FIRE TRUCK MANEUVERING PLAN

DRAWN BY

REVISIONS

DATE

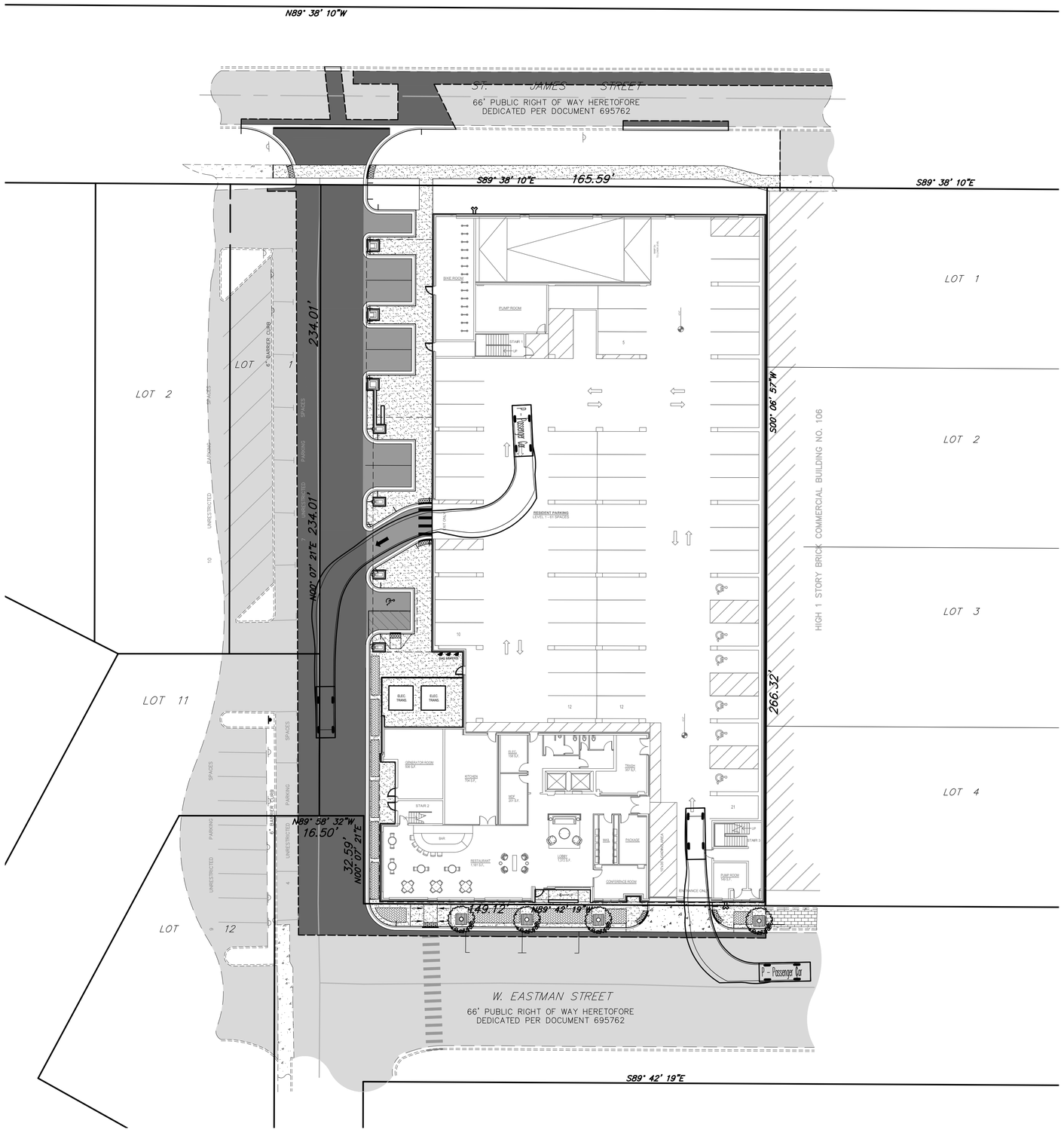
© COPYRIGHT 2022

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
2 OF 2

July 27, 2023 3:19:2 p.m. AcadVer:24.2s (LMS Tech)
Drawing: S:\68512022 – EASTMAN STREET APARTMENTS\300_ENGINEERING\310_CADD\PRELIM\685_BASE_PRELIM.DWG

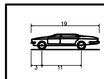


NORTH

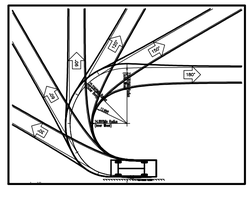
GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.



P - Passenger Car	
Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.700ft
Min Body Ground Clearance	1.115ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°



DRAWN BY

REVISIONS

DATE

© COPYRIGHT 2022

EASTMAN STREET APARTMENTS

116-120 W. EASTMAN STREET, ARLINGTON HEIGHTS, IL

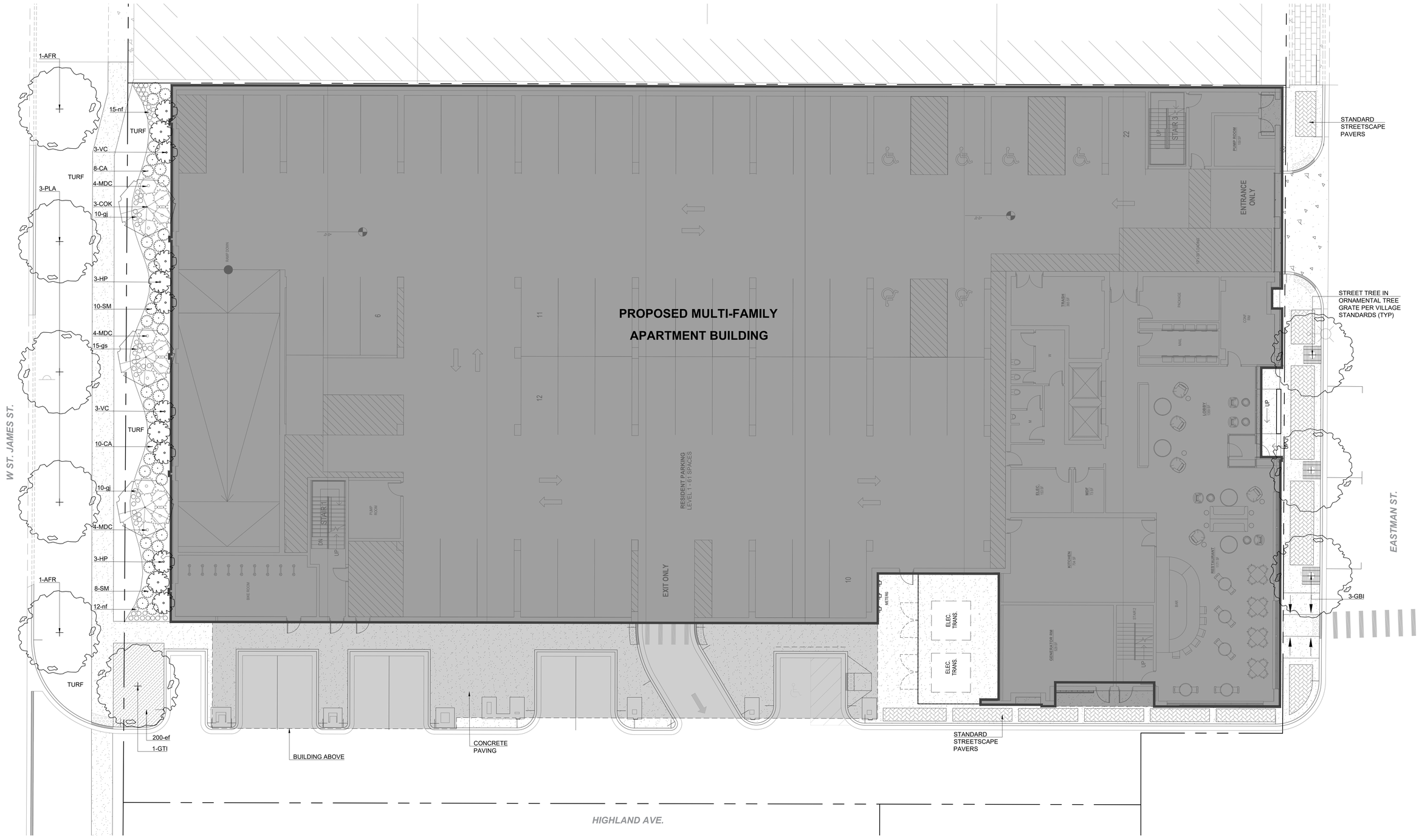
PASSENGER CAR MANEUVERING PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 68512022
DATE 07/31/23
SCALE 1"=20'
PROJ. MGR. MRM
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 1

July 27, 2023 3:20:13 p.m. AcadVer:24.2s (LMS Tech)
Drawing: S:\68512022 – EASTMAN STREET APARTMENTS\300_ENGINEERING\310_CADD\PRELIM\685_BASE_PRELIM.DWG



OVERALL LANDSCAPE PLAN

SCALE: 1" = 10'-0"

N

0 10' 20'

Kathryn Talty
landscape architecture
Winnetka, Illinois 60093
847.612.5154
www.kmtaltydesign.com

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-002119
STATE OF ILLINOIS

no.	revision description	initial	date
	ISSUED FOR REVIEW	KMT	01-11-23
	PER VILLAGE COMMENTS	KMT	04-04-23
	PER VILLAGE COMMENTS	KMT	06-15-23
	ISSUED FOR REVIEW	KMT	07-28-23
	ISSUED FOR REVIEW	KMT	08-31-23

ARLINGTON HEIGHTS
MULTI-FAMILY
116 W EASTMAN ST
ARLINGTON HEIGHTS, IL

PRELIMINARY LANDSCAPE PLAN
LANDSCAPE REQUIREMENTS

date 01-10-23 | drawn DW | checked KMT

job no. 23010

sheet no. L 1.1

Master Plant List						
Shade Trees						
Symbol	**Quantity**	**Botanical Name**	**Common Name**	**Size**	**Origin**	**Notes**
AFR	2	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE FREEMAN MAPLE	3" BB		MOIST
GBI	3	GINKGO BILOBA	GINKGO	3" BB		URBAN, MALE SPEC. ONLY
GTI	1	GLEDITSIA TRIACANTHOS F. INERMIS	THORNLESS HONEYLOCUST	3" BB		URBAN, MOIST
PLA	3	PLATANUS x ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION LONDON PLANETREE	3" BB		URBAN, MOIST
Ornamental Trees						
COK	3	CORNUS KOUSA	KOUSA DOGWOOD	6' BB		
Evergreen Shrubs						
MDC	12	MICROBIOTA DECUSSATA 'CELTIC PRIDE'	RUSSIAN ARBORVITAE	5 GAL		
Deciduous Shrubs						
CA	20	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD CLETHRA	5 GAL		
HP	6	HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" BB		
SM	20	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	24" BB		
VC	6	VIBURNUM CARLESII 'COMPACTUM'	DWARF KOREANSPICE VIBURNUM	36" BB		
Groundcover						
ef	200	EUONYMOUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS		
Perennials						
gj	20	GERANIUM X 'JOHNSON'S BLUE'	JOHNSON'S BLUE GERANIUM	1 GAL		18" BLUE
gs	15	GERANIUM SANGUINEUM 'ANKUM'S PRIDE'	BLOODY CRANESBILL	1 GAL		12" PINK
nf	27	NEPETA X FAASSENII	FAASSEN'S CATMINT	1 GAL		12" LAVENDER

GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. FOUR FOOT HIGH FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIP-LINE OF ALL TREES TO BE SAVED.
4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
10. ALL PARKING LOT ISLANDS SHALL BE BACKFILLED WITH THE FOLLOWING: 2' OF BLENDED GARDEN SOIL MIX (60% TOPSOIL, 30% COMPOST, 10% SAND) OR 6" OF *ONE STEP* BY MIDWEST TRADING, TOP DRESSED AND TILLED INTO 18" OF TOPSOIL.
11. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
12. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
13. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
14. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
15. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
16. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.
17. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

LANDSCAPE MAINTENANCE SPECIFICATIONS

LANDSCAPE MAINTENANCE SPECIFICATIONS
The Contractor shall provide as a separate bid, maintenance for a period of 1 year after final acceptance of the project landscaping. The Contractor must be able to provide continued maintenance if requested by the Owner or provide the name of a reputable landscape contractor who can provide maintenance.

STANDARDS
All landscape maintenance services shall be performed by trained personnel using current, acceptable horticultural practices.

All work shall be performed in a manner that maintains the original intent of the landscape design.

All chemical applications shall be performed in accordance with current county, state and federal laws, using EPA registered materials and methods of application. These applications shall be performed under the supervision of a Licensed Certified applicator.

APPROVALS
Any work performed in addition to that which is outlined in the contract shall only be done upon written approval by the Owner's Representative.

All seasonal color selections shall be approved by the Owner's Representative prior to ordering and installation.

SOIL TESTING
The maintenance contractor shall perform soil tests as needed to identify imbalances or deficiencies causing plant material decline. The owner shall be notified of the recommendation for approval, and the necessary corrections made at an additional cost to the owner.

Acceptable Soil Test Results:

	Landscape Trees & Shrubs	Turf
pH Range	5.0-7.0	6.0-7.0
Organic Matter	>1.5%	>2.5%
Magnesium (Mg)	100+lbs./acre	100+lbs./acre
Phosphorus (P2O5)	150+lbs./acre	150+lbs./acre
Potassium (K2O)	120+lbs./acre	120+lbs./acre
Soluble salts	Not to exceed 900ppm/1.9 mmhos/cm in soil; not to exceed 1400 ppm/2.5 mmhos/cm in high organic mix	Not to exceed 750ppm/0.75 mmhos/cm in soil; not to exceed 2000 ppm/2.0 mmhos/cm in high organic mix

For unusual soil conditions, the following optional tests are recommended with levels not to exceed:

Boron	3 pounds per acre
Manganese	50 pounds per acre
Potassium (K2O)	450 pounds per acre
Sodium	20 pounds per acre

WORKMANSHIP
During landscape maintenance operations, all areas shall be kept neat and clean. Precautions shall be taken to avoid damage to existing structures. All work shall be performed in a safe manner to the operators, the occupants and any pedestrians.

Upon completion of maintenance operations, all debris and waste material shall be cleaned up and removed from the site, unless provisions have been granted by the owner to use on-site trash receptacles.

Any damage to the landscape, the structure, or the irrigation system caused by the maintenance contractor, shall be repaired by the maintenance contractor without charge to the owner.

TURF

GENERAL CLEAN UP
Prior to mowing, all trash, sticks, and other unwanted debris shall be removed from lawns, plant beds, and paved areas.

MOWING
Turf grasses, including blue grass, tall fescue, perennial ryegrass, etc., shall be maintained at a height of 2" to 3" in spring and fall. From June through September, mowing height shall be maintained at no less than 3".

The mowing operation includes trimming around all obstacles, raking excessive grass clippings and removing debris from walks, curbs, and parking areas. Caution: Mechanical weeders should NOT be used around trees because of potential damage to the bark.

EDGING
Edging of all sidewalks, curbs and other paved areas shall be performed once every other mowing. Debris from the edging operations shall be removed and the areas swept clean. Caution shall be used to avoid flying debris.

FERTILIZING
Seasonally stepped fertilizer shall be applied in areas based on the existing turf species.

LAWN WEED CONTROL: HERBICIDES
Selection and proper use of herbicides shall be the landscape contractor's responsibility. All chemical applications shall be performed under the supervision of a Licensed Certified Applicator. Read the label prior to applying any chemical.

INSECT & DISEASE CONTROL FOR TURF
The contractor shall be responsible for monitoring the site conditions on each visit to determine if any insect pest or disease problems exist. The contractor shall identify the insect pest or disease, as well as the host plant, and then consult the most current edition of the Cooperative Extension Service's "Commercial Insecticide Recommendation for Turf" for control. The licensed applicator shall be familiar with the label provided for the selected product prior to application.

Inspection and treatment to control insect pests shall be included in the contract price.

TREES, SHRUBS, & GROUND COVER

PRUNING
All ornamental trees, shrubs and ground cover shall be pruned when appropriate to remove dead or damaged branches, develop the natural shapes. Do not shear trees or shrubs. If previous maintenance practice has been to shear and ball, then a natural shape will be restored gradually.

Pruning Guidelines:
1. Prune plants that flower before the end of June (spring blooming) immediately after flowering. Flower buds develop during the previous growing season. Fall, winter or spring pruning would reduce the spring flowering display.
2. Prune plants that flower in July – September (summer or autumn blooming) in winter or spring before new growth begins, since these plants develop flowers on new growth.
3. Delay pruning plants grown for ornamental fruits, such as Cotoneasters and Viburnums.
4. Hollies and other evergreens may be pruned during winter in order to use their branches for seasonal decoration. However, severe pruning of evergreens should be done in early spring only.
5. Broadleaf evergreen shrubs shall be hand-pruned to maintain their natural appearance after the new growth hardens off.
6. Hedges or shrubs that require shearing to maintain a formal appearance shall be pruned as required. Dead wood shall be removed from sheared plants before the first shearing of the season.
7. Conifers shall be pruned, if required, according to their genus.
   A. Yews, Junipers, Hemlocks and Arborvitae may be pruned after new growth has hardened off in late summer. If severe pruning is necessary, it must be done in early spring.
   B. Firs and spruces may be lightly pruned in late summer, fall, or winter after completing growth. Leave side buds. Never cut central leader.
   C. Pines may be lightly pruned in early June by reducing candles.
8. Groundcover shall be edged and pruned as needed to contain it within its borders.
9. Thinning: Remove branches and water sprouts by cutting them back to their point of origin on parent stems. This method results in a more open plant, without stimulating excessive growth. Thinning is used on Crab Apples, Lilacs, Viburnums, etc.
10. Renewal pruning: Remove oldest branches of shrub at ground, leaving the younger, more vigorous branches. Also remove weak stems. On overgrown plants, this method may be best done over a three-year period. Renewal pruning may be used on Forsythia, Hydrangea, Spiraea, etc.

Plants overhanging passageways and parking areas and damaged plants shall be pruned as needed.

Shade trees that cannot be adequately pruned from the ground shall not be included in the Maintenance Contract. A certified arborist under a separate contract shall perform this type of work.

SPRING CLEANUP
Plant beds shall receive a general cleanup before fertilizing and mulching. Cleanup includes removing debris and trash from beds and cutting back herbaceous perennials left standing through winter, e.g. ornamental grasses, Sedum Autumn Joy.

FERTILIZING
For trees, the rate of fertilization depends on the tree species, tree vigor, area available for fertilization, and growth stage of the tree. Mature specimens benefit from fertilization every 3 to 4 years; younger trees shall be fertilized more often during rapid growth stages.

The current recommendation is based on the rate of 1000 square feet of area under the tree to be fertilized. For deciduous trees, 2 to 6 pounds of Nitrogen per 1000 square feet; for
narrow-leaf evergreens, 1 to 4 pounds of Nitrogen per 1000 square feet; for broadleaf evergreens, 1 to 3 pounds of Nitrogen per 1000 square feet.

Shrubs and groundcover shall be top-dressed with compost 1" deep or fertilized once in March with 10-6-4 analysis fertilizer at the rate of 3 pounds per 100 square feet of bed area.
Ericaceous material shall be fertilized with an ericaceous fertilizer at the manufacturer's recommendation rate. If plants are growing poorly, a soil sample should be taken.

TREES, SHRUBS, & GROUND COVER (CONT.)

MULCHING
Annually, all tree and shrub beds will be prepared and mulched, to a minimum depth of 3" with quality mulch to match existing. Bed preparation shall include removing all weeds, cleaning up said bed, edging and cultivating decayed mulch into the soil. Debris from edging is to be removed from beds where applicable. If deemed necessary, a pre-emergent herbicide may be applied to the soil to inhibit the growth of future weeds.

Organically maintained gardens shall not receive any pre-emergent herbicides. Mulch in excess of 4" will be removed from the bed areas. SPECIAL CARE shall be taken in the mulching operation not to over-mulch or cover the base of trees and shrubs. This can be detrimental to the health of the plants.

WEEDING
All beds shall be weeded on a continuous basis throughout the growing season to maintain a neat appearance at all times.

Pre-emergent (soil-applied) and post-emergent (foliar-applied) herbicides shall be used where and when applicable and in accordance with the product's label.

INSECT & DISEASE CONTROL: TREES, SHRUBS & GROUNDCOVER

The maintenance contractor shall be responsible for monitoring the landscape site on a regular basis. The monitoring frequency shall be monthly except for growing season, which will be every other week. Trained personnel shall monitor for plant damaging insect activity, plant pathogenic diseases and potential cultural problems in the landscape. The pest or cultural problem will be identified under the supervision of the contractor.

For plant damaging insects and mites identified in the landscape, the contractor shall consult and follow the recommendations of the most current edition of the state Cooperative Service publication on insect control on landscape plant material.

Plant pathogenic disease problems identified by the contractor that can be resolved by pruning or physical removal of damaged plant parts will be performed as part of the contract. For an additional charge, plant pathogenic diseases that can be resolved through properly timed applications of fungicides shall be made when the owner authorizes it.

If the contractor notes an especially insect-or disease-prone plant species in the landscape, he/she will suggest replacement with a more pest-resistant cultivar or species that is consistent with the intent of the landscape design.

NOTE: For identification of plant-damaging insects and mites, a reference textbook that can be used is Insects that feed on Trees and Shrubs by Johnson and Lyon, Comstock Publishing Associates. For plan pathogenic diseases, two references are suggested: Scouting and Controlling Woody Ornamental Diseases in Landscapes and Nurseries, authorized by Gary Moorman, published by Penn State College of Agricultural Sciences, and Diseases of Trees and Shrubs by Sinclair and Lyon, published by Comstock Publishing Press.

TRASH REMOVAL
The maintenance contractor shall remove trash from all shrub and groundcover beds with each visit.

LEAF REMOVAL
All fallen leaves shall be removed from the site in November and once in December. If requested by the owner, the maintenance contractor, at an additional cost to the owner shall perform supplemental leaf removals.

WINTER CLEAN-UP
The project shall receive a general clean-up once during each of the winter months, i.e., January, February, and March.

Clean-up includes:
- Cleaning curbs and parking areas
- Removing all trash and unwanted debris
- Turning mulch where necessary
- Inspection of grounds

SEASONAL COLOR: PERENNIALS, ANNUALS, AND BULBS

The installation of perennials, annuals, and bulbs, unless specified herein, shall be reviewed with the owner, and, if accepted, installed and billed to the owner.

SEASONAL COLOR MAINTENANCE

Perennialization of Bulbs:
1. After flowering, cut off spent flower heads.
2. Allow leaves of daffodils and hyacinths to remain for six weeks after flowers have faded. Cut off at base.
3. Allow leaves of other bulbs to yellow naturally and then cut off at base.
4. Apply fertilizer after flowering in spring, possibly again in fall. Apply 10-10-10 at the rate of 2 pounds per 1000 square feet or top-dress with compost 1" deep. Fall fertilization with a bulb fertilizer or mulching with 1" of compost is optional.

Flower Rotation:
1. Bulbs: Remove the entire plant and bulb after flowers have faded or at the direction of the owner and install new plants if included in contract.
2. Summer Annuals or Fall Plants:
   A. Dead heading: Pinch and remove dead flowers on annuals as necessary.
   B. Fertilizing Summer Annuals: Fertilize using one or two methods: Apply a slow-release fertilizer in May following manufacturer's recommendations. A booster such as 10-10-10 may be necessary in late summer. Or, apply liquid fertilizations of 20-20-20 water-soluble fertilizers, not to exceed 2 pounds of 20-20-20 per 100 gallons of water, monthly; or mulch with compost 1" deep.
   C. Removal: If fall plants are to be installed, summer annuals shall be left in the ground until the first killing frost and then removed, unless otherwise directed by the owner.

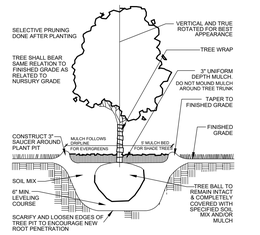
Perennials:
1. After initial installation, if a time-released fertilizer has been incorporated during plant installation, no more fertilizer need be applied the first growing season.
2. The following year:
   A. Fertilize perennials with a slow-release fertilizer or any 50% organic fertilizer, or mulch perennials with compost 1" deep.
   B. Cut all deciduous perennials flush to the ground by March 1, if this was not done the previous fall, to allow new growth to develop freely.
   C. Mulch the perennial bed once in early spring at 1"-2" depth. If soil is bared in late fall, re-mulch lightly after ground is frozen to protect perennials.
   D. Inspect for insect or disease problems on perennials. Monitor and control slugs on hostas and ligularias. Powdery mildew on phlox, monardas, and asters can be prevented with properly timed fungicides or use of disease-resistant varieties.
   E. Weed perennial bed as specified in "WEEDING" above.
   F. Prune branching species to increase density. Cut only the flowering stems after blooming. Do not remove the foliage.
3. The following fall cut back deteriorating plant parts unless instructed to retain for winter interest, e.g. Sedum Autumn Joy and ornamental grasses.
4. Long-term Care:
   A. Divide plants that overcrowd the space provided. Divide according to the species. Some need frequent dividing, e.g. asters and yarrow every two years; other rarely, if ever, e.g. peonies, hostas, and astilbe.
   B. For detailed information regarding the care of specific perennials, refer to All About Perennials by Ortho; Perennials: How to Select, Grow and Enjoy by Pamela Harper and Frederick McGouty, Hp Books Publisher; Herbaceous Perennial Plants: A Treatise on their Identification, Culture and Garden Attributes by Allan Armitage, Stipes Pub LLC.

SUMMARY OF MAINTENANCE

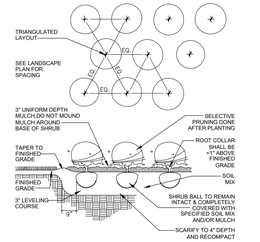
LAWN MAINTENANCE
1. Soil analysis performed annually to determine pH. If pH does not fall within specified range, adjust according to soil test recommendations.
2. Maintain proper fertility and pH levels of the soil to provide an environment conducive to turf vitality for turf grasses.
3. Mow turf on a regular basis and as season and weather dictates. Remove no more than the top 1/3 of leaf blade. Clippings on paved and bed areas will be removed.
4. Aerate warm season turf areas to maintain high standards of turf appearance.
5. Apply pre-emergent to turf in two applications in early February and early April to extend barrier.
6. Apply post emergent as needed to control weeds.
7. Mechanically edge curbs and walks.
8. Apply non-selective herbicide, to mulched bed areas and pavement and remove excess runners to maintain clean defined beds.

TREE, GROUNDCOVER AND SHRUB BED MAINTENANCE
1. Prune shrubs, trees and groundcover to encourage healthy growth and create a natural appearance.
2. Mulch to be applied in February/March with a half rate in late summer to top dress.
3. Apply pre-emergent herbicides in February and April.
4. Manual weed control to maintain clean bed appearance.
5. Apply fungicides and insecticides as needed to control insects and disease.
6. Ornamental shrubs, trees and groundcovers to be fertilized three (3) times per year with a balanced material (January/February, April/May, and October/November)
7. Edge all mulched beds.
8. Remove all litter and debris.

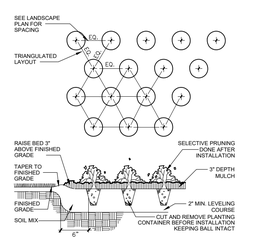
GENERAL MAINTENANCE
1. Remove all man-made debris, blow edges.
2. Inspect grounds on a monthly basis and schedule inspection with Unit Operator.



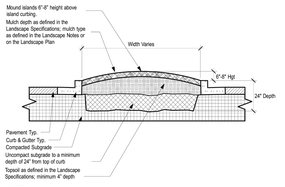
1 L2.1 **TREE PLANTING DETAIL**
SCALE: NO SCALE



2 L2.1 **SHRUB PLANTING DETAIL**
SCALE: NO SCALE

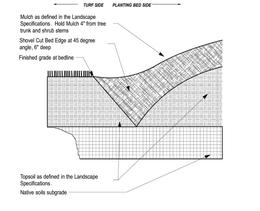


3 L2.1 **GROUNDCOVER DETAIL**
SCALE: NO SCALE



NOTE
1. Clean construction debris from within landscape island areas (ie. concrete, rocks, rubble, building materials, ect), prior to installing topsoil and plant material.
2. Fracture/loosen existing subgrade to a minimum 24" depth. Remove and replace any subgrade unsuitable for planting. Once subgrade is clean of debris and loosened, add topsoil to a minimum bermed 6"-8" height above island curbing.
3. Island plant material as per the Landscape Plan.
4. Install plant material as per tree, shrub and ground cover planting details, and as defined in the Landscape Specifications.
5. Install mulch or sod as specified on the Landscape Plan, and as defined in the Landscape Specifications.

4 L2.1 **PARKING LOT ISLAND**
SCALE:



5 L2.1 **SPADED PLANTING BED EDGE**
SCALE:

© 2005 K M Talty DESIGN

Kathryn Talty
landscape architecture
Winnetka, Illinois 60093
847.612.5154
www.kmtaltydesign.com

no.	revision description	initial	date
1	ISSUED FOR REVIEW	KMT	01-11-23
2	PER VILLAGE COMMENTS	KMT	03-13-23
3	ISSUED FOR REVIEW	KMT	05-15-23
4	ISSUED FOR REVIEW	KMT	07-25-23
5	ISSUED FOR REVIEW	KMT	08-31-23

ARLINGTON HEIGHTS
MULTI-FAMILY
116 EASTMAN ST
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE NOTES
MASTER PLANT LIST
PLANTING SPECIFICATIONS
DETAILS

date 01-10-23 | drawn KMT | checked KMT

job no. 23010

sheet no. L 2.1

Received by Village of Arlington Heights: 9-11-23

Parking Management Plan

Parking Management and Operation Plan:
Lincoln Properties, a nationally recognized professional property management company, will be providing leasing and ongoing management of the rental building including the parking areas of the building. The operations staff will include a Regional Property Manager, an on-site Property Manager, a Marketing Manager, and several Leasing Professionals during the initial lease-up of the project. Included in the personnel plan will include on-site Maintenance Technicians and daily Cleaning Professionals during the day as needed. After the initial leasing period, the building will be staffed by an on-site property manager who will live in one of the building's apartments and use that unit's allotted parking space. A Maintenance Technician will also be present on a daily basis.

The parking spaces in the garage will be leased to residents and the lease will run concurrently with their apartment lease term. All spaces internal to the building are reserved for tenant use only.

Parking will be assigned by the management company on a first-come, first-served basis. Management will charge a monthly fee, collected as an additional payment under the lease. All studios and one bedrooms units will be reserved one parking space per unit. All two bedrooms will be reserved a tandem parking space. . Only Twenty-two of the twenty-three tandem spaces will be reserved for the twenty-two two-bedroom units. The remaining tandem space will be reserved for use by one of the one-bedroom units who may request two-spaces.

The first of the excess parking spaces(up to 5 spaces) will be available on a first come basis for one bedroom units only. The additional excess parking spaces will be reserved for guest parking, or other temporary parking needs. If any units elect not to lease a parking space, these spaces would be available to other residents of one or two bedroom units.. Parking will be assigned by the management company on a first-come, first-served basis. Parking will be limited to two spaces per one or two bedroom unit, and no additional spaces may be rented in excess of this number. A minimum of three unleased spaces will be held in reserve for changes in residents' leasing so a unit without a leased space can provide a space for a new tenant if requested.

All vehicles must be registered at the Management office. Any vehicle(s) not registered, considered abandoned, or violating the Lease, in the sole judgment of Management, will be towed at the vehicle owner's expense after a 24-hour notice is placed on the vehicle. Notwithstanding this, any vehicle illegally parked in a fire lane, designated no parking space or handicapped space, or blocking an entrance, exit, driveway, dumpster, or parked illegally in a designated parking space, will immediately be towed, without notice, at the vehicle owner's expense.

Management, our traffic and parking engineer, and the owner do not anticipate more than one space per bedroom will be necessary for this development. Please see the owner's traffic engineering report on parking utilization.
The current parking plan shows a revised entrance location on Eastman Ave. There will be an overhead garage door that will restrict access to those who have leased a parking stall. The parking will have a key fob system for entry to the garage. Tenants will be responsible for providing access to the garage for their guests. A guest parking permit will be required.

Lastly, the parking structure will also include a number of stalls that are for electric vehicles, with dedicated charging systems. Parking assignments for these spaces will be limited to those who have certified EV electric vehicles. The garage will also have the capacity to create additional charging stations.

The exterior parking spaces located on Highland will be utilized by patrons of the restaurant, and after the closing of the restaurant, overnight guest parking.

2 BEDROOM - 22 UNITS
2 SPACES / UNIT

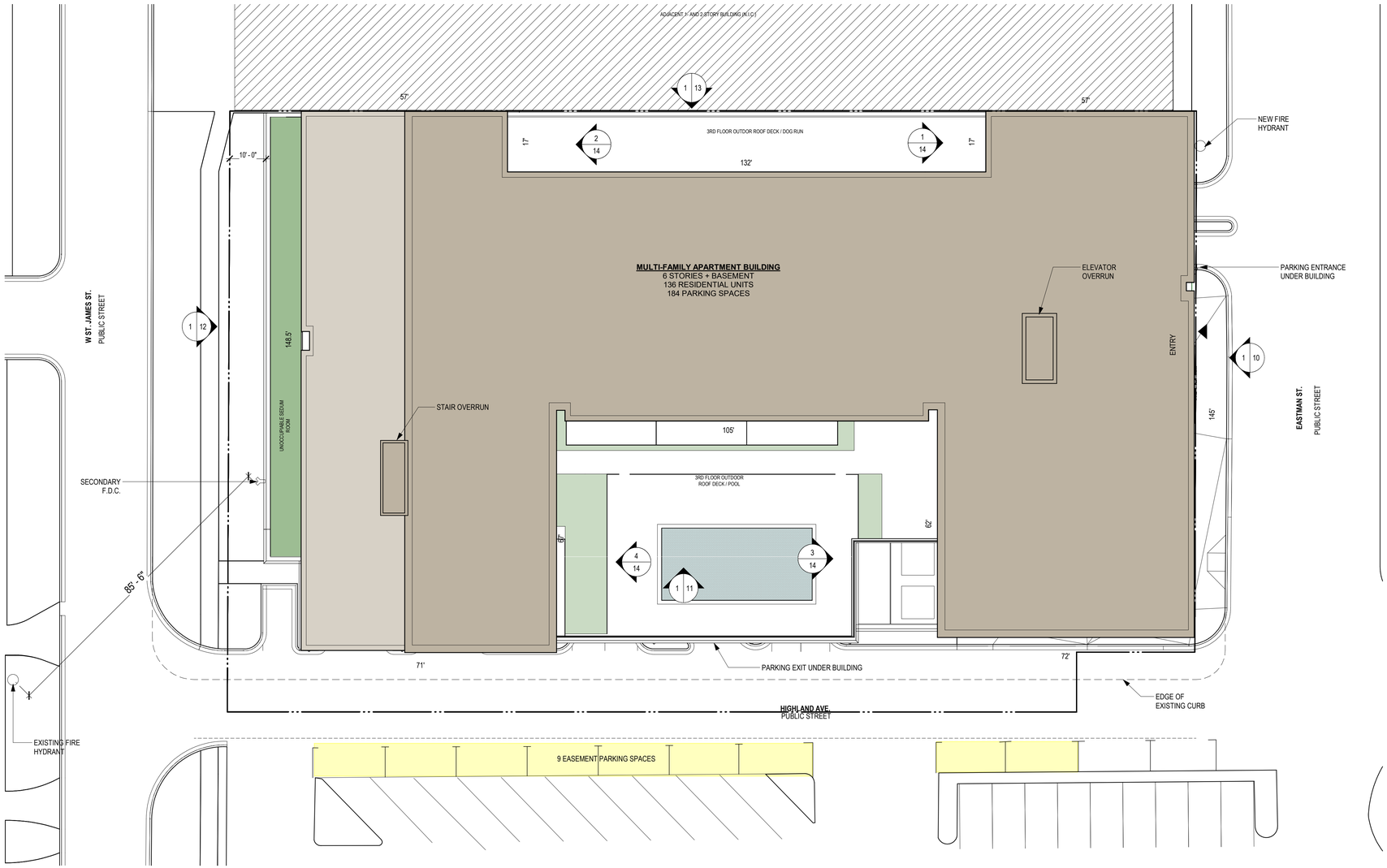
1 BEDROOM - 67 UNITS
1 SPACE / UNIT

STUDIO - 47 UNITS
1 SPACE / UNIT

ACCESSIBLE SPACES
AVAILABLE FOR LEASE

COMMERCIAL PARKING
SPACES/ OVERNIGHT
GUEST PARKING

GUEST PARKING



1/02 SITE PLAN
SCALE: 1/16" = 1'-0"

ZONING SUMMARY

PROPOSED ZONING DISTRICT:	**B-5**	
ZONING DESCRIPTION:		
SITE AREA:	**43,584 SF**	
	ORDINANCE REQUIREMENT	**PROPOSED**
FAR	N/A	
AREA / DWELLING UNIT: 1 Bedroom 2 Bedroom	300 sf lot area / DU 400 sf lot area / DU	
FRONT YARD Adjacent Residential Minimum:5 FT. Adjacent Other Minimum: N/A	0'-0"	0'-0"
SIDE YARD (NEXT TO R-ZONE) Adjacent Residential Minimum: Setback of adjacent residential district. Adjacent Other Minimum: 5ft, if abutting street or alley	0'-0"	0'-0"
REAR YARD (NEXT TO R-ZONE) Adjacent Residential Minimum: 25 ft or 20% of lot depth, whichever is less. Adjacent Other Minimum: N/A	0'-0"	0'-0"
HEIGHT (W/ GROUND FLOOR RETAIL)	90'-0"	80'-8" T/PARAPET 76'- 8" T/STRUCTURE
PARKING STUDIO & 1 BEDROOM UNITS 2-BR UNIT LOADING	1 space / unit 1.25 space / unit (1) 10'x35'x14'H	167
TOTAL RESIDENTIAL PARKING SPACES	143	
RESTAURANT	1 space / 200sf seating 8 req'd spaces	8+9 easement
TOTAL:	151	184

DEVELOPMENT SUMMARY

BUILDING AREA

	GROSS	NET (RESIDENTIAL)	PARKING
TOTAL:			
LEVEL LL:	35,669	--	34,238
LEVEL 01:	32,048	--	24,541
LEVEL 02:	26,521	14,192	
LEVEL 03:	26,521	19,558	
LEVEL 04:	26,521	19,558	
LEVEL 05:	26,521	19,558	
LEVEL 06:	22,243	17,195	
TOTAL:	**196,044**	**90,061**	**58,779**

PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LOWER LEVEL	106	0	106
LEVEL 01	61	8	78
		+ 9 EASEMENT SPACES	
TOTAL PROVIDED:	167 (1.23 SPACES/UNIT)	17	184
TOTAL REQ'D	143	8	151

BIKE PARKING

	RESIDENTIAL	COMMERCIAL	TOTAL
LEVEL 01	15	0	15
TOTAL PROVIDED	15	0	15
TOTAL REQ'D	15	0	15

UNIT MATRIX

	STUDIO	1-BED	2-BED	TOTALS
LEVEL 2	11	8	3	22
LEVEL 3	10	15	5	30
LEVEL 4	10	15	5	30
LEVEL 5	10	15	5	30
LEVEL 6	6	14	4	24
TOTALS	47	67	22	136

OKW Architects
OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

SCALE: 1/16" = 1' 0"
0' 4' 8' 16' 32'

PROJECT

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/01/2023 Project #: 22008

2 BEDROOM - 22 UNITS
2 SPACES / UNIT

1 BEDROOM - 67 UNITS
1 SPACE / UNIT

STUDIO - 47 UNITS
1 SPACE / UNIT

ACCESSIBLE SPACES
AVAILABLE FOR LEASE

COMMERCIAL PARKING
SPACES/ OVERNIGHT
GUEST PARKING

GUEST PARKING

1/03 1ST FLOOR PLAN
SCALE:1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

PROJECT

SCALE1" = 10'
0 2.5' 5' 10' 20'

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/22/2023 Project #: 22008

03

2 BEDROOM - 22 UNITS
2 SPACES / UNIT

1 BEDROOM - 67 UNITS
1 SPACE / UNIT

STUDIO - 47 UNITS
1 SPACE / UNIT

ACCESSIBLE SPACES
AVAILABLE FOR LEASE

COMMERCIAL PARKING
SPACES/ OVERNIGHT
GUEST PARKING

GUEST PARKING

1/04 BASEMENT FLOOR PLAN
SCALE: 1" = 10'-0"

OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

N

SCALE: 1" = 10'
0 2.5' 5' 10' 20'

PROJECT

COMPASSPOINT
DEVELOPMENT, LLC

ARLINGTON HEIGHTS MULTI-FAMILY

116 W EASTMAN STREET
ARLINGTON HEIGHTS, IL 60004
08/01/2023 Project #: 22008

NOTES
PG-ENLIGHTEN IS NEITHER LICENSED NOR INSURED TO DETERMINE CODE COMPLIANCE. CODE COMPLIANCE REVIEW BY OTHERS.
FIXTURE TYPES AND QUANTITIES BASED ON PROVIDED LAYOUT AND DRAWINGS ARE FOR REFERENCE ONLY. TYPES AND QUANTITIES MAY CHANGE WITH FUTURE REVISIONS.
FIXTURE TYPES AND QUANTITIES MAY CHANGE BASED ON UNKNOWN OBSTRUCTIONS OR FIELD CONDITIONS. THESE CHANGES MAY RESULT IN AN INCREASED QUANTITY OF FIXTURES.
RENDER IMAGES ARE NOT TO SCALE AND PROVIDED SOLELY TO ILLUSTRATE CONTRAST

Luminaire Schedule

Symbol	Qty	Tag	Manufacturer	Label	Arrangement	Total Lamp Lumens	LLF	Description
	18	F01	LEDRA BRANDS	NU4-RD-SW-20LM-30K-80-HET60-WH-WH	Single	N.A.	0.900	NU4-RD-SW-20LM-30K-80-HET60-WH-WH
	18	F02	Insight Lighting	SSM_MO_40k_55	Single	N.A.	0.450	SSM_MO_40k_55°_WM_UNV_DIM
	41	F03	Focal Point, LLC	FSM4LWLS-AS-275LF-35K-1C-UNV-	Single	N.A.	0.900	FSM4LWLS-AS-275LF-35K-1C-UNV-XXX-XX-XX-WH-4FT
	5	F04	BEACON - HOL - CURRENT	RFL3-90L-50-4K7-M-UNV-K-FINISH	Single	N.A.	0.900	RFL3-90L-50-4K7-M-UNV-K-FINISH
	3	F05	BEACON - HOL - CURRENT	TRP2-D-50-4K7-FT	Single	N.A.	0.900	TRP2-D-50-4K7-FT

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Asphalt_Planar	Illuminance	Fc	2.56	21.1	0.0	N.A.	N.A.
Pedestrian Ramp	Illuminance	Fc	N.A.	N.A.	N.A.	N.A.	N.A.
RESIDENTIAL PROP LINE	Illuminance	Fc	0.09	0.1	0.0	N.A.	N.A.

LIGHTING SCHEDULE AND SUMMARY: NTS

SITE ILLUMINATION CALC - 1/16" = 1'-0"

PROJECT NAME:
ARLINGTON HEIGHTS MULTI-FAMILY

CLIENT NAME:
OKW Architects

DRAWN BY:
ERIC SISCO
eric.sisco@pg-enlighten.com
913.488.3072

PG CONTACT:
BRADY SCHENKEL
brady.schenkel@pg-enlighten.com
260.519.0867

REVISIONS			
1	08/01/23	REV1	
2	08/29/23	REV2	
3			

PG ENLIGHTEN
500 QUAIL RIDGE DRIVE
WESTMONT, IL 60559
WWW.PG-ENLIGHTEN.COM

LIGHT FIXTURE SCHEDULE

REFER TO PRODUCT SPECIFICATION SHEETS FOR ADDITIONAL INFORMATION - SPECIFIER TO CONFIRM PRODUCT NUMBERS

TYPE	DESCRIPTION	MANUFACTURER	PRODUCT NUMBER	WATTS	DIMMING TYPE	NOTES	CONTACT PERSON
F01	*4" Recessed Round*	*Alphabet* *EcoNU 4" RD*	*NU4-RD-SW-20LM-4K-80-HET60-WH-WH-IC -UNV-DIM10* https://alphabetlighting.com/home/product/nu4rd/	*16*	*0-10V*		*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F02	*Sconce*	*Insight Lighting* *Scope Medium Sconce*	*SSM-DN-LO-NA-NA-4k-55°-WM-UNV-DIM- TBL* https://insightlighting.com/products/scope-medium-sconce-wl/	*10*	*0-10V*	*FINSISH - Per Arch*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F03	*4" Wet surface Asymetric Linear*	*Focal Point* *Seem 4*	*FSM4LWLS-AS-275LF-4K-1C-UNV-LD1-SM-WH- LENGTH* https://www.focalpointlights.com/products/surface-mount-suspended-linear/seem-4-led-direct-suspend	*2.4 / FT*	*0-10V*	*LENGTH - Per drawings*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F04	*Area Flood*	*BEACON - HOL - CURRENT* *RFL3 Ratio Floodlight*	*RFL3-90L-50-4K7-M-UNV-K- BLT* https://www.currentlighting.com/outdoor-lighting/rfl2-ratio-floodlight/3236081	*50*	*0-10V*	*FINSISH - Per Arch*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*
F05	*Wall Area Flood*	*BEACON - HOL - CURRENT* *TRP2 GeoPak*	*TRP2-D-50-4K7-FT-UNV- BL* https://www.currentlighting.com/outdoor-lighting/trp2-geopak/2518916#documents	*50*	*0-10V*	*FINSISH - Per Arch*	*BRADY SCHENKEL* *brady.schenkel@pg-enlighten.com* *260-519-0867*

GENERAL NOTES

CONTRACTOR TO VERIFY QUANTITIES & LENGTH AND VERIFY FIELD AND SPECIFIED INFORMATION AS REQUIRED
SCHEDULE IS PROVIDED FOR REFERENCE ONLY – SEE ISSUED CONTRACT DRAWING SET FOR FINAL INFORMATION
ALL MOUNTING LOCATIONS AND CONDITIONS PER ARCHITECTURAL SET
CATALOG NUMBERS IN RED TO BE CONFIRMED BY PURCHASER AND MAY ALTER PRICING OR LEAD TIMES
INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE FROM MANUFACTURERS

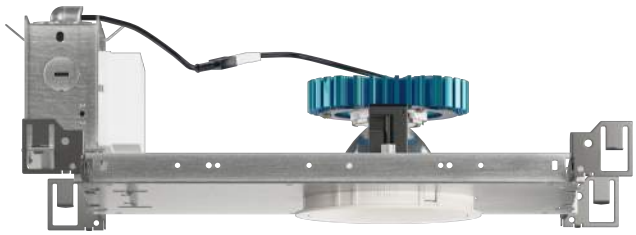
847-228-1199
INFO@PG-ENLIGHTEN.COM

alphabet

NU4

4" Round Downlight Standard White

NSF | AT airtight | DF dead-front | PR plenum rated | wet rated



Trim

Trimless

Trimless Millwork

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

30° - 70° BEAM
(Note: Specifications are subject to change without notice)

14mm COB PERFORMANCE DATA

LED LIGHT ENGINE	NOMINAL DELIVERED LUMENS	SYSTEM WATTAGE
10LM	800LM @30K/80CRI	9W
15LM	1200LM @30K/80CRI	14W
20LM	1600LM @30K/80CRI	16W
25LM	2000LM @30K/80CRI	20W
30LM	2400LM @30K/80CRI	24W
35LM	2620LM @30K/80CRI	28W
40LM	3000LM @30K/80CRI	32W
10LM	670LM @30K/90/CRI	9W
15LM	1010LM @30K/90/CRI	14W
20LM	1350LM @30K/90/CRI	16W
25LM	1700LM @30K/90/CRI	20W
30LM	2020LM @30K/90/CRI	24W
35LM	2210LM @30K/90/CRI	28W
40LM	2500LM @30K/90/CRI	32W
Notes	Delivered lumens based on WH70 optic with no lens, (see page 2)	

10° BEAM
(Note: Specifications are subject to change without notice)

9mm COB PERFORMANCE DATA

LED LIGHT ENGINE	NOMINAL DELIVERED LUMENS	SYSTEM WATTAGE
10LM	740LM @30K/80CRI	9W
15LM	1145LM @30K/80CRI	14W
20LM	1525LM @30K/80CRI	16W
25LM	1900LM @30K/80CRI	20W
30LM	2285LM @30K/80CRI	24W
10LM	620LM @30K/90/CRI	9W
15LM	960LM @30K/90/CRI	14W
20LM	1280LM @30K/90/CRI	16W
25LM	1605LM @30K/90/CRI	20W
30LM	1900LM @30K/90/CRI	24W
Notes	Delivered lumens based on S10 optic with no lens, (see page 2)	

eldoLED | LUTRON | CASAMBI | nLIGHT

FEATURES
- Thermally optimized for LED longevity
- 3/4" bezel regress with 1/16" micro flange
- 10° - 70° optical beam control
- UGR < 15
- Multiple mounting, glare control options, trims, and finishes available

DIMMING AND CONTROLS
- eldoLED flicker free 0-10V dimming to 0% and 1%
- eldoLED flicker free DALI dimming to 0% and 1%
- DMX dim to zero
- Lutron Hi-lumen 2-Wire (Triac and Eco System) dimming
- Leading & trailing edge (Triac/ELV) dimming to 1%
- Casambi bluetooth dimming to 0.1%
- NLight control interface dimming to 0%

CONSTRUCTION
- Lexan™ (PC) highly resistant to impact and heat (240°F)
- Optimal material for wireless BLE signal connectivity
- Shatter proof acrylic bezel lens
- Electrocoated 16-gauge cold-rolled steel construction
- Accommodates ceiling thickness from 1/8" to 1-5/8"

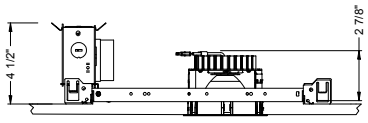
LED
- 90 CRI: SDCM = 2-step MacAdam Ellipse, Lumen Maintenance: L_{70} > 66,000 hrs
- 80 CRI: SDCM = 2-step MacAdam Ellipse, Lumen Maintenance: L_{70} > 66,000 hrs

LISTING
- ULus Listed to UL1598 & UL2108; cUL Listed to CSA C22.2 #250.0
- IP65 with lens - Suitable for wet locations with lens - Suitable for damp locations without lens
- Non-conductive, dead-front construction (shower approved)
- Made in the USA - meets the requirements of the Buy American provision within the ARRA
- NSF/ANSI-2 with lens (Non-Food and Splash Zones)
- 5 Year Limited warranty

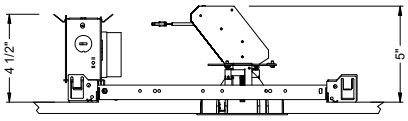
ELECTRICAL
- 120V-277V, 120 only Triac / ELV
- Power factory ≥ 0.9
- 2kV driver input surge protection
- Remote and Integral (ITS) emergency test switch
- 7W, 10W (T20 CEC) and 12W EM 90min battery
- Max. ambient installation temperature 95°F (35°C)

FIXTURE HEIGHT

10LM-30LM LOW LUMENS

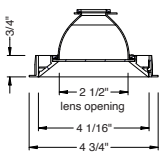


40LM HIGH LUMENS



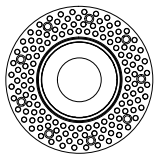
TRIMMED

ceiling cutout
4-3/8" diameter
ceiling thickness
1/8" to 1-5/8"

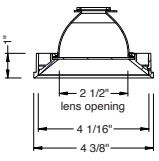


aperture dimensions

TRIMLESS

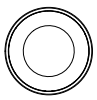


ceiling cutout
4-1/2" diameter
ceiling thickness
3/8" to 1-3/4"

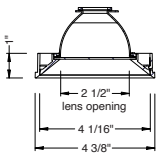


aperture dimensions

MILLWORK



ceiling cutout
4-3/8" diameter
ceiling thickness
1/2" to 1-3/4"



aperture dimensions

100014

In a continuing effort to offer the best product possible we reserve the right to change, without notice, specifications or materials that in our opinion will not alter the function of the product.

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

30°- 70° BEAM ORDERING CODE

SERIES	**NU4**	NU4
TYPE	**RD**	round downlight
	RDT	round downlight trimless
	RDTMW	round downlight trimless millwork
LED	**SW**	standard white
DELIVERED LUMENS	**10LM**	800 lm
	15LM	1200 lm
	20LM	1600 lm
	25LM	2000 lm
	30LM	2400 lm
	35LM	2800 lm
	40LM	3000 lm
	Standard Configuration: 3000K 80CRI WH70 **Calculated Delivered Lumens** = [Delivered Lumen Value] x [CCT Multiplier] x [Reflector Multiplier]	
CCT	**27K**	2700K
	30K	3000K
	35K	3500K
	40K	4000K

CCT	2700K		3000K		3500K		4000K	
CRI	80+	90+	80+	90+	80+	90+	80+	90+
CCT MULTIPLIER FOR LUMEN OUTPUT	0.96	0.81	1.00	0.85	1.03	0.88	1.06	0.91

CRI	**80**	80 CRI	
	90	90 CRI	
OPTIC & LM MULTIPLIER SEE PAGE 4	**HE40**	40° high efficiency diffused lens	(0.96)
	HE60	60° high efficiency diffused lens	(0.96)
	HE70	70° high efficiency diffused lens	(0.92)
	HET30	30° high efficiency textured lens, similar to Solite™	(0.97)
	HET40	40° high efficiency textured lens, similar to Solite™	(0.87)
	HET60	60° high efficiency textured lens, similar to Solite™	(0.92)
	HET70	70° high efficiency textured lens, similar to Solite™	(0.97)
	SS30	30° semi-specular with clear lens	(0.90)
	SS40	40° semi-specular with clear lens	(0.82)
	SS60	60° semi-specular with clear lens	(0.94)
	D40	40° diffused with clear lens	(0.86)
	D50	50° diffused with clear lens	(0.90)
	D60	60° diffused with clear lens	(0.90)
	WH70	70° brilliant white with clear lens	(1.00)
	10° narrow beam angle, see page 3 for details.		
ACCESSORY SEE PAGE 4	**HCL**[1]	honeycomb louver	
	Attached to bezel		
BEZEL LENS SEE PAGE 4	**NL**[2,3]	no lens	(1.00)
TRIM COLOR SEE PAGE 4	**BK**	black	
	WH	white	
	MC	matte chrome	
	BZ	bronze	
	WT	wheat	
	Not applicable to trimless option. Do not include in trimless ordering code.		
BEZEL COLOR SEE PAGE 4	**BK**	black	(0.98)
	WH	white	(1.00)
	MC	matte chrome	(0.99)
	BZ	bronze	(0.98)
	WT	wheat	(0.99)

30°- 70° BEAM ORDERING CODE

MOUNTING OPTIONS SEE PAGE 7, 8	**NC**	new construction with ceiling fitting plate
	IC[4]	insulation contact housing
	ICAT[4]	insulation contact/airtight housing
	CP[4]	chicago plenum housing
	RET	retrofit, no ceiling fitting plate
VOLTAGE	**120**	120V
	UNV	120V-277V
DIMMING	**DIM10**	eldoLED flicker free 0-10V dimming to 1%
	DIM10Z	eldoLED flicker free 0-10V dimming to 0%
	DALI	eldoLED flicker free DALI dimming to 1%
	DALIZ	eldoLED flicker free DALI dimming to 0%
	DMXZ	DMX dim to zero
	LTE[5]	Lutron Hi-lume 2-Wire (Triac) dimming to 1%
	LUT	Lutron Hi-lume Ecosystem dimming to 1%, Soft-on & Fade-to-Black
	LUTP[6]	Lutron Hi-lume Premier Ecosystem dimming to 0.1%, Soft-on & Fade-to-Black
	ELV1[5]	leading & trailing edge (Triac/ELV) dimming to 1%
	NLT	nLight control interface: standard Cat-5/RJ45 connection (female), dimming to 0%
	CAS	Casambi Bluetooth control with flicker free 0.1% dimming
ELECTRICAL OPTIONS	**EM7**[7]	emergency battery backup, 90 minutes at 7W to LED
	EM12[7,8]	emergency battery backup, 90 minutes at 12W to LED
	EM10CA20[7]	remote emergency battery backup, 90 minutes at 10W to LED, CA title 20

ADDITIONAL MOUNTING INFO

New Construction Bar Hangers (included)	Mounting Length: 14-3/4" to 26"
Extension Kit p/n: K20266 (ordered separately, 1 per fixture)	*Extends a pair of Bar Hangers* Total Mounting Length: 29" to 48"

YOUR COMPLETED ORDERING CODE

Follow the steps to specify your fixture, example:

NU4 - RD - SW - 20LM - 35K - 90 - D40 - NL - WH - WH - NC - UNV - DIM10 - EM7

NOTES

1. HCL not available with lens. Multiplier: Delivered Lumens (0.78) / Beam Spread (0.80).
2. NL option does not meet requirement for AT/DF/WET/NSF listings.
3. NL option available for SS30/SS40/SS60/D40/D50/D60/WH70.
4. IC/ICAT/CP not available in 35LM/40LM.
5. ELV1/LTE (120V) not available 10LM.
6. LUTP not available in 25LM/30LM/40LM.
7. For integrated test switch add "ITS" after emergency backup code, i.e. EM12ITS. Test switch is mounted in the bezel of the fixture.
8. EM12 not available in 10LM.

*EldoLED uses logarithmic dimming curve as standard. For linear dimming curve, add "LIN" after dimming code, i.e. DIM10LIN.

100014

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

10° BEAM ORDERING CODE

SERIES	**NU4**	NU4
TYPE	**RD**	round downlight
	RDT	round downlight trimless
	RDTMW	round downlight trimless millwork
LED	**SW**	standard white
DELIVERED LUMENS	**10LM**	740 lm
	15LM	1145 lm
	20LM	1525 lm
	25LM	1900 lm
	30LM	2285 lm
	Standard Configuration: 3000K 80CRI S10 **Calculated Delivered Lumens** = [Delivered Lumen Value] x [CCT Multiplier] x [Reflector Multiplier]	
CCT	**27K**	2700K
	30K	3000K
	35K	3500K
	40K	4000K

CCT	2700K		3000K		3500K		4000K	
CRI	80+	90+	80+	90+	80+	90+	80+	90+
CCT MULTIPLIER FOR LUMEN OUTPUT	0.96	0.81	1.00	0.85	1.03	0.88	1.06	0.91

CRI	**80**	80 CRI
	90	90 CRI
OPTIC & LM MULTIPLIER SEE PAGE 4	**S10**	10° specular with clear lens (1.00)
ACCESSORY SEE PAGE 4	**HCL**[1]	honeycomb louver
	Attached to bezel	
BEZEL LENS SEE PAGE 4	**NL**[2]	no lens (1.00)
TRIM COLOR SEE PAGE 4	**BK**	black
	WH	white
	MC	matte chrome
	BZ	bronze
	WT	wheat
	Not applicable to trimless option. Do not include in trimless ordering code.	
BEZEL COLOR SEE PAGE 4	**BK**	black (0.98)
	WH	white (1.00)
	MC	matte chrome (0.99)
	BZ	bronze (0.98)
	WT	wheat (0.99)

10° BEAM ORDERING CODE

MOUNTING OPTIONS SEE PAGE 7, 8	**NC**	new construction with ceiling fitting plate
	IC[3]	insulation contact housing
	ICAT[3]	insulation contact/airtight housing
	CP[3]	chicago plenum housing
	RET	retrofit, no ceiling fitting plate
VOLTAGE	**120**	120V
	UNV	120V-277V
DIMMING	**DIM10**	eldoLED flicker free 0-10V dimming to 1%
	DIM10Z	eldoLED flicker free 0-10V dimming to 0%
	DALI	eldoLED flicker free DALI dimming to 1%
	DALIZ	eldoLED flicker free DALI dimming to 0%
	DMXZ	DMX dim to zero
	LTE[4]	Lutron Hi-lume 2-Wire (Triac) dimming to 1%
	LUT	Lutron Hi-lume Ecosystem dimming to 1%, Soft-on & Fade-to-Black
	LUTP[5]	Lutron Hi-lume Premier Ecosystem dimming to 0.1%, Soft-on & Fade-to-Black
	ELV1[4]	leading & trailing edge (Triac/ELV) dimming to 1%
	NLT	nLight control interface: standard Cat-5/RJ45 connection (female), dimming to 0%
	CAS	Casambi Bluetooth control with flicker free 1% dimming
ELECTRICAL OPTIONS	**EM7**[6]	emergency battery backup, 90 minutes at 7W to LED
	EM12[6, 7]	emergency battery backup, 90 minutes at 12W to LED
	EM10CA20[7]	emergency battery backup, 90 minutes at 10W to LED, CA title 20

ADDITIONAL MOUNTING INFO	
New Construction Bar Hangers (included)	Mounting Length: 14-3/4" to 26"
Extension Kit p/n: K20266 (ordered separately, 1 per fixture)	*Extends a pair of Bar Hangers* Total Mounting Length: 29" to 48"

YOUR COMPLETED ORDERING CODE

Follow the steps to specify your fixture, example:

NU4 - RD - SW - 20LM - 35K - 90 - S10 - NL - WH - WH - NC - UNV - DIM10 - EM7

NOTES

1. HCL not available with lens. Multiplier: Delivered Lumens (0.78) / Beam Spread (0.80).
2. NL option does not meet requirement for AT/DF/WET/NSF listings.
3. IC/ICAT/CP not available in 25LM/30LM.
4. ELV1/LTE (120V) not available 10LM.
5. LUTP not available in 25LM/30LM.
6. For integrated test switch add "ITS" after emergency backup code, i.e. EM12ITS. Test switch is mounted in the bezel of the fixture.
7. EM12 not available in 10LM.

*EldoLED uses logarithmic dimming curve as standard. For linear dimming curve, add "LIN" after dimming code, i.e. DIM10LIN.

100014

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

TRIM OPTIONS

TRIM/BEZEL COLORS

WH

MC

BK

BZ

WT

OPTICAL OPTIONS

- UGR calculation based on CIE 117-1995; room size: 4H X 8H, reflectance: 70/50/20;
- UGR calculation based on 15LM fixtures, unless otherwise noted.

ACCESSORY
Honeycomb Louver

OPTIC	BEAM ANGLE	UGR
S10	10	5
SS30	24.5	5
SS40	35.7	5
SS60	47.2	5
D40	33.4	5
D50	38.2	5
D60	49	5

HE
High Efficiency Diffused Lens

OPTIC	BEAM ANGLE	UGR
HE40	45.7	21.2
HE60	59.5	21.8
HE70	75.8	23.1

CL
Clear Lens

OPTIC	BEAM ANGLE	UGR
S10	12.6	14.7
SS30	30.6	14.9
SS40	44.6	16.6
SS60	59	16.8
D40	41.8	16.2
D50	47.8	17
D60	61.2	17.7

HET
High Efficiency Textured Lens

OPTIC	BEAM ANGLE	UGR
HET30	30	14.3
HET40	36.2	15.4
HET60	55.5	19.2
HET70	69.3	24.2

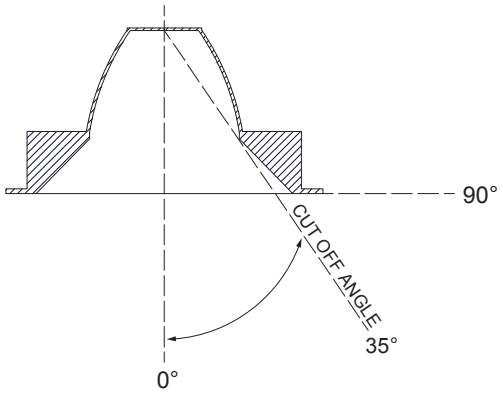
GLARE CONTROL

CUT-OFF ANGLE

Visual comfort is achieved with a lower cut-off angle due to improved glare control. The smaller the cut-off angle, the easier it is on the eye.

Alphabet downlights have been thoughtfully engineered to eliminate glare while still delivering functional illumination.

- Cutoff angle of CL is 35 degrees;



100014

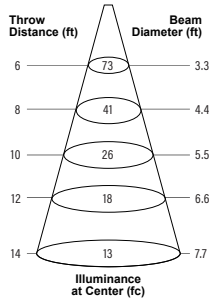
alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

PHOTOMETRIC DATA

15LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

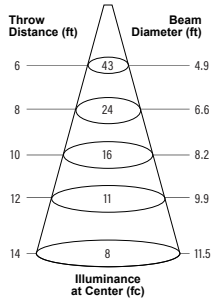
SS30
31° SEMI-SPECULAR WITH CLEAR LENS



WATTS: 12.7	LPW: 87.3
LUMENS: 1109	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	2640
5	2424
15	1349
25	676
35	222
45	32

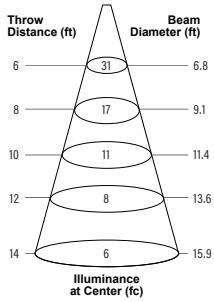
HE40
45° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 12.7	LPW: 92.2
LUMENS: 1171	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	1551
5	1496
15	1122
25	661
35	333
45	153

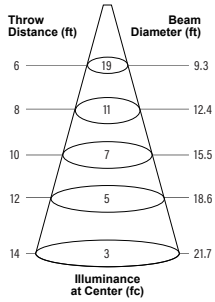
HE60
59° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 12.7	LPW: 92.5
LUMENS: 1174	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	1108
5	1089
15	946
25	689
35	401
45	185

HE70
76° HIGH EFFICIENCY DIFFUSED LENS

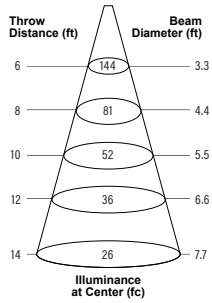


WATTS: 12.7	LPW: 89.5
LUMENS: 1137	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	682
5	675
15	621
25	516
35	381
45	249

30LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

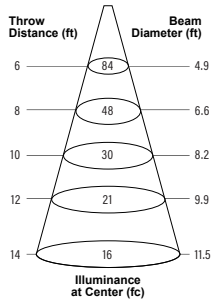
SS30
31° SEMI-SPECULAR WITH CLEAR LENS



WATTS: 26.5	LPW: 82.1
LUMENS: 2175	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	5175
5	4754
15	2646
25	1325
35	436
45	63

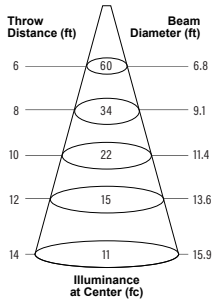
HE40
45° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 26.5	LPW: 86.6
LUMENS: 2296	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	3042
5	2934
15	2201
25	1295
35	653.3
45	299

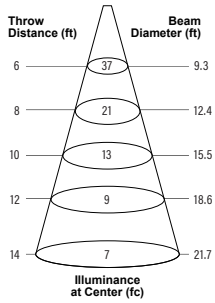
HE60
59° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 26.5	LPW: 86.9
LUMENS: 2303	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	2172
5	2136
15	1854
25	1351
35	787
45	362

HE70
76° HIGH EFFICIENCY DIFFUSED LENS



WATTS: 26.5	LPW: 84.1
LUMENS: 2229	CCT: 3000K

INTENSITY	
DEGREE	CANDELA
0	1338
5	1324
15	1218
25	1013
35	747
45	488

100014

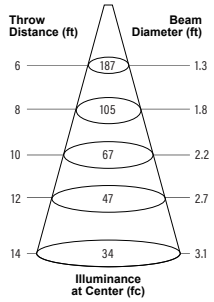
alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

PHOTOMETRIC DATA

10LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

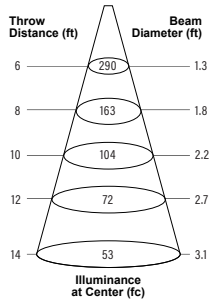
S10
12.5° SPECULAR WITH CLEAR LENS



WATTS: 8.2	LPW: 90.1
LUMENS: 739	CCT: 3000K
INTENSITY	
DEGREE	CANDELA
0	6747
5	4317
15	446
25	338
35	169
45	9

15LM CCT MULTIPLIERS		
	80CRI	90CRI
2700K	0.96	0.81
3000K	1	0.85
3500K	1.03	0.88
4000K	1.06	0.91
FC Formula = CBCP / Distance^2		

S10
12.5° SPECULAR WITH CLEAR LENS



WATTS: 12.2	LPW: 93.7
LUMENS: 1143	CCT: 3000K
INTENSITY	
DEGREE	CANDELA
0	10439
5	6680
15	690
25	523
35	261
45	14

100014

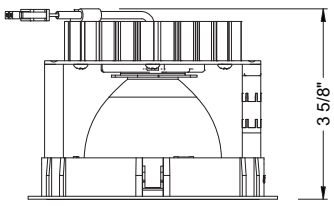
alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

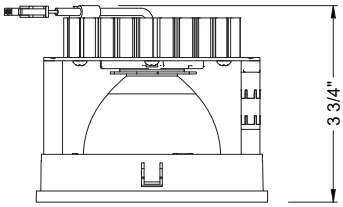
MOUNTING OPTIONS

FIXTURE HEIGHT

10LM-30LM CONFIGURATION

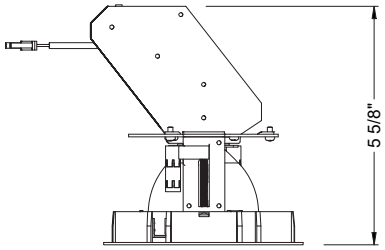


TRIMMED

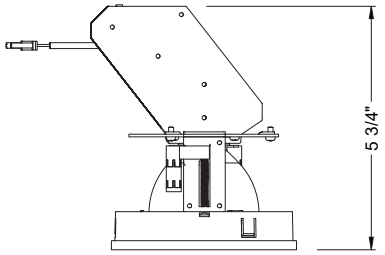


TRIMLESS & MILLWORK

40LM CONFIGURATION



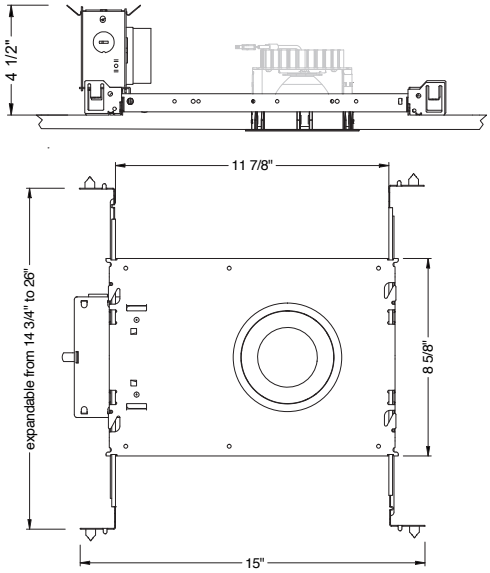
TRIMMED



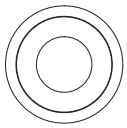
TRIMLESS & MILLWORK

NC - NEW CONSTRUCTION

TRIM

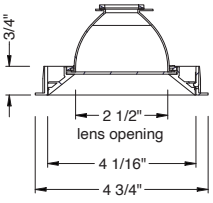


TRIM



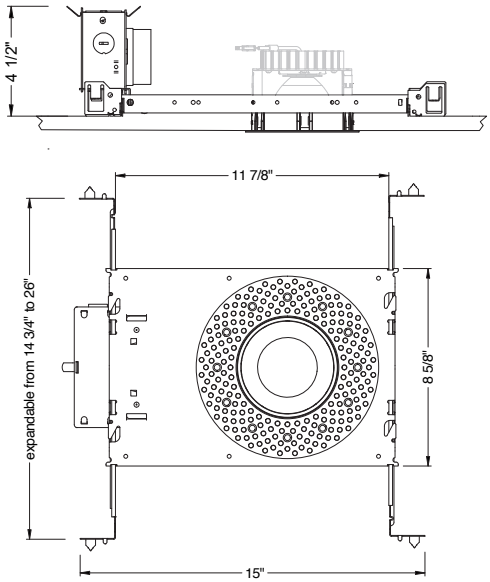
ceiling cutout
4-3/8" diameter

ceiling thickness
1/8" to 1-5/8"

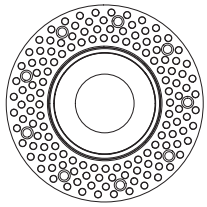


aperture dimensions

TRIMLESS

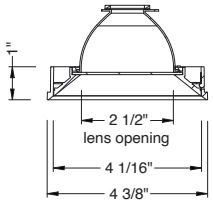


TRIMLESS



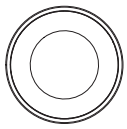
ceiling cutout
4-1/2" diameter

ceiling thickness
3/8" to 1-3/4"



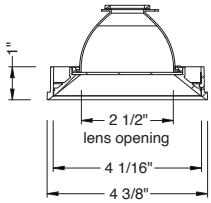
aperture dimensions

TRIMLESS/MILLWORK



ceiling cutout
4-3/8" diameter

ceiling thickness
1/2" to 1-3/4"



aperture dimensions

100014

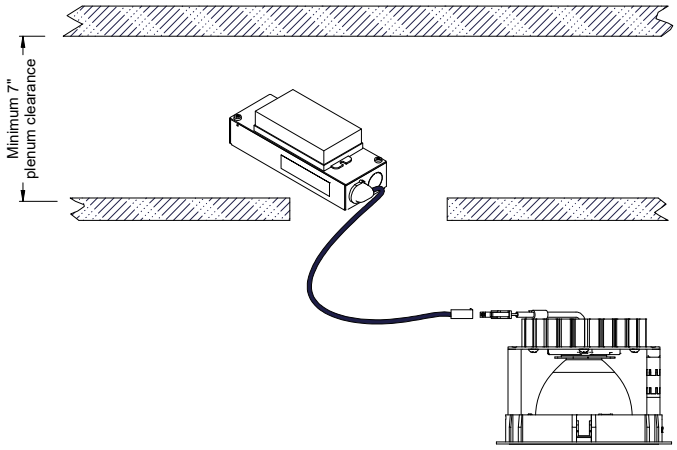
In a continuing effort to offer the best product possible we reserve the right to change, without notice, specifications or materials that in our opinion will not alter the function of the product.

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

MOUNTING OPTIONS (CONTINUED)

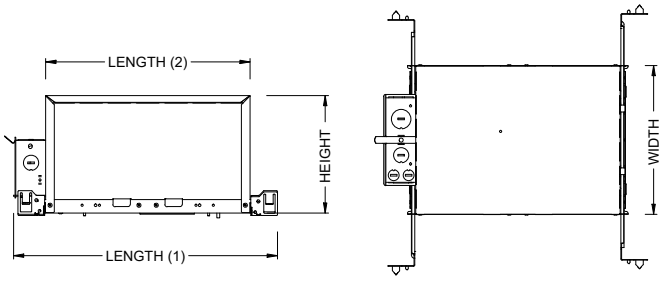
RET - RETRO
TRIM/TRIMLESS



RATINGS / CERTIFICATIONS	NC	RET	IC	CP
TYPE NON-IC	✔	✔		
TYPE IC			✔	✔
CHICAGO PLENUM (CCEA)				✔
SUITABLE FOR AIR HANDLING PLENUMS	✔	✔	✔	✔
REDUCED AIRFLOW (WITH LENS) ASTM E283	✔	✔	✔	✔

CEILING THICKNESS	
FIXTURE TYPE	MOUNTING TYPE
	NC, IC, ICAT, CP, RET
	STANDARD CEILING THICKNESS
TRIM	1/8" to 1-5/8"
TRIMLESS	3/8" to 1-3/4"
MILLWORK (TRIMLESS)	1/2" to 1-3/4"

IC - INSULATION CONTACT HOUSING
ICAT - INSULATION CONTACT / AIR TIGHT
CP - CHICAGO PLENUM



BOX SIZE	L 1	L 2	W	H
A	15 - 7/16"	11 - 3/4"	8 - 1/2"	6 - 3/4"
B	18 - 1/4"	14 - 7/8"	12 - 1/8"	11 - 1/4"

BOX TYPE / LUMEN OUTPUT - NARROW BEAM (10°)					
LUMEN OUTPUT	BOX - A		BOX - B		
	IC	CP	IC	ICAT	CP
10LM	✔	✔			
15LM	✔	✔			
20LM			✔	✔	✔
25LM					
30LM					

BOX TYPE / LUMEN OUTPUT - STANDARD BEAMS (30° - 70°)					
LUMEN OUTPUT	BOX - A		BOX - B		
	IC	CP	IC	ICAT	CP
10LM	✔	✔			
15LM	✔	✔			
20LM	✔	✔			
25LM	✔	✔			
30LM			✔	✔	✔
35LM					
40LM					

100014

alphabet

PROJECT INFORMATION			
JOB NAME		TYPE	
ORDERING CODE			

BATTERY OPTIONS

EMERGENCY BATTERY

IOTA's ILB Battery Backups are UL Listed LED emergency drivers that allow the same LED fixture to be used for both normal and emergency operation. In the event of a power failure, the ILB switches to the emergency mode and operates the existing fixture for 90 minutes. The unit contains a battery, charger, and converter circuit in a single can. The Constant Power design of the ILB maintains the output wattage to the LED array even as the system voltage diminishes. UL 924 Listed for U.S. and Canada. UL 1310 Certified, Output Class 2 Compliant. Includes single-piece TBTS test switch and charge indicator accessory kit. For use with switched and unswitched fixtures, and includes Two-wire universal AC input. Meets or exceeds all National Electric Code and Life Safety Code Emergency Lighting Requirements. Rated for use in Plenum, Damp Location, Recessed Type IC, and Enclosed and Gasketed Luminares.

REMOTE TEST SWITCH

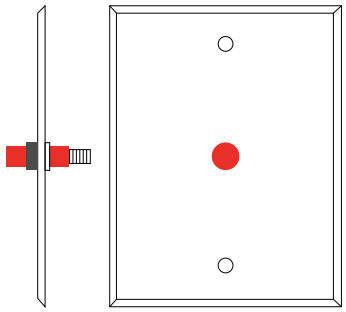
The Remote Test Switch may be mounted adjacent to the LED Fixture by others.

EMERGENCY BATTERY ACCESS

Above ceiling access is required for service. An access panel in the ceiling (or other form of access) adjacent to the installation location of the Emergency Battery is required.

REMOTE LOCATION

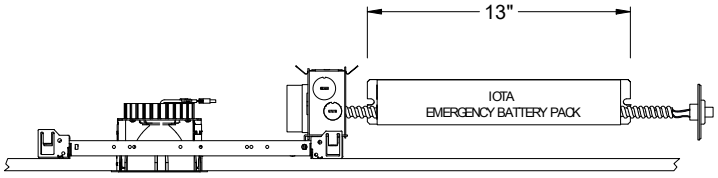
Maximum remote mounting distance of the emergency driver shall be 50 feet. Remote location wiring provided by others. Follow all Local and National Electric/ Building Codes.



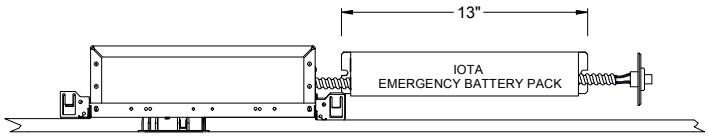
Remote Test Switch

EM MODE OUTPUT (DELIVERED LUMENS)			
LUMEN ORDERING CODE	EM7	EM10	EM12
ALL OPTIONS (10LM TO 30LM)	560LM	1000LM	1200LM
Notes: Based on 30K, 80CRI			

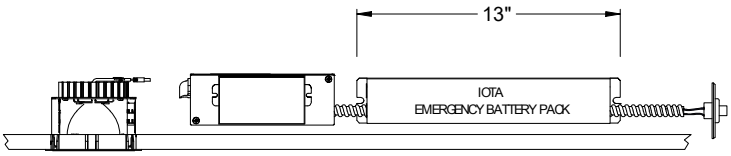
NC - NEW CONSTRUCTION
WITH EM BATTERY (REMOTE TEST SWITCH)



IC / ICAT / CP - INSULATION CONTACT HOUSING
WITH EM BATTERY (REMOTE TEST SWITCH)

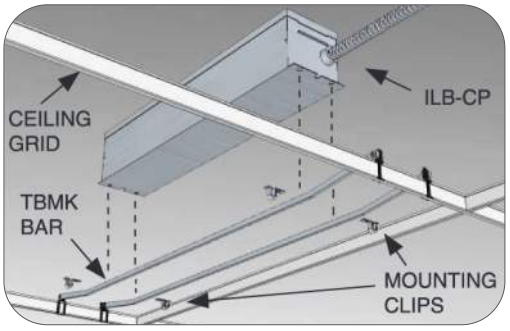


RET - RETROFIT
WITH EM BATTERY (REMOTE TEST SWITCH)



Accessory

76066 Optional T-Grid Mounting Kit[2]



2. Can be used with any of the Emergency Battery Backups. Must be ordered as a separate line item.

100014

insight lighting

SCOPE MEDIUM SCONCE

CYLINDER UP OR DOWN, UP AND DOWN | WHITE LIGHT

PROJECT:	TYPE:	CATALOG #: SSM - - - - - - - WM - - - -

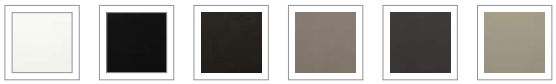
PROFILE

WATTAGE	LO (10.0W), MO (20.0W)
OPTICS	20°, 30°, 55°, ASYMMETRIC
CCT	2700K, 3000K, 3500K, 4000K (82 CRI)
CRI	82+ CRI
PERFORMANCE	UP TO 12457 PEAK CANDELA (20.0W)
VOLTAGE	120V OR 277V
POWER	INTEGRATED POWER SUPPLY
DIMMING	0-10V (DIMS DOWN TO 1%), DMX DIMMING
DIMENSIONS	10.00" X 3.00", 16.00" X 3.00"
HOUSING	EXTRUDED ALUMINUM HOUSING
LENS	TEMPERED GLASS
FINISH	HIGH DURABILITY POWDER COATING
WARRANTY	5-YEAR LIMITED
OPERATING TEMP	-30° C TO 50° C
LUMEN MAINTENANCE	84,000 HOURS
CERTIFICATION	ETL/cETL WET LOCATION, IP66, 3G
	MEETS ADA REQUIREMENTS

FIXTURES SHOWN:

SSM-UD-MO-40K-30-UNV-DIM-WM-TBL

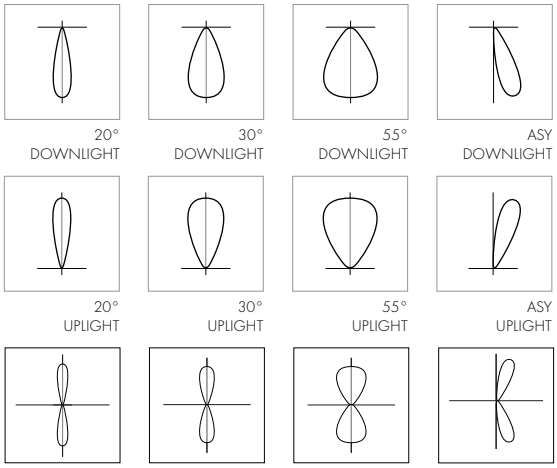
STANDARD FINISHES



TEXTURED WHITE | TEXTURED BLACK | TEXTURED BRONZE | TEXTURED L. BRONZE | TEXTURED GRAY | TEXTURED S. STONE

OPTICS

NOT ALL AVAILABLE OPTICS SHOWN

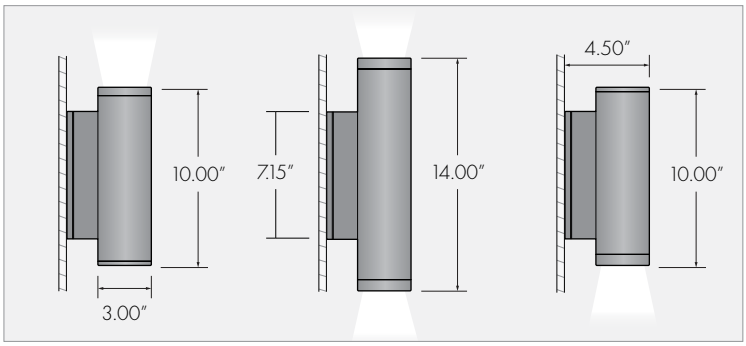


20° DOWNLIGHT | 30° DOWNLIGHT | 55° DOWNLIGHT | ASY DOWNLIGHT

20° UPLIGHT | 30° UPLIGHT | 55° UPLIGHT | ASY UPLIGHT

20°/ 20° UPLIGHT/ DOWNLIGHT | 30°/ 30° UPLIGHT/ DOWNLIGHT | 55°/ 55° UPLIGHT/ DOWNLIGHT | ASY/ ASY UPLIGHT/ DOWNLIGHT

PROFILE



insight lighting
4341 Fulcrum Way NE, Rio Rancho New Mexico 87144
P.: 505.345.0888 | insightlighting.com

insight lighting

SCOPE MEDIUM SCONCE

CYLINDER UP OR DOWN, UP AND DOWN | WHITE LIGHT

PROJECT: TYPE: CATALOG #: SSM - - - - - - - WM - - - -

SPECIFICATION

SSM | | | | | | | WM | | | | |

1 2 3 4 5 6 7 8 9 10 11 12

1 FIXTURE

SCOPE MEDIUM SCONCE	SSM

2 LIGHT DIRECTION

UPLIGHT	UP
DOWNLIGHT	DN
UPLIGHT AND DOWNLIGHT	UD

3 WATTAGE

LOW OUPUT	LO
10 W IN EITHER DIRECTION	
MEDIUM OUTPUT	MO
20 W IN EITHER DIRECTION	

4 CCT - UPLIGHT

2700K	27K
3000K	30K
3500K	35K
4000K	40K
NO SELECTION	NA

5 OPTICS - UPLIGHT

20°	20
30°	30
55°	55
ASYMMETRIC	ASY
NO SELECTION	NA

6 CCT - DOWNLIGHT

2700K	27K
3000K	30K
3500K	35K
4000K	40K
NO SELECTION	NA

7 OPTICS - DOWNLIGHT

20°	20
30°	30
55°	55
ASYMMETRIC	ASY
NO SELECTION	NA

8 MOUNTING

WALL MOUNT	WM

9 VOLTAGE

120V	120
277V	277

10 CONTROLS

NON-DIMMING	NO
0-10V DIMMING	DIM
Dims down to 1%	
DMX DIMMING	DMX
Requires DMX Distribution and Programming Kit see below	
Dimming controls to be provided by others	

11 FINISH

TEXTURED WHITE	TW
TEXTURED BLACK	TBL
TEXTURED BRONZE	TBR
TEXTURED LIGHT BRONZE	TLB
TEXTURED GRAY	TG
TEXTURED SANDSTONE	TS
CUSTOM COLOR	CC

Contact factory for custom color - additional charges will apply

12 OPTIONS

HIGH CRI, 90+	HCRI
INTEGRAL HEX LOUVER	IHL
47% Light loss	
CORROSION RESISTANT	CRF

Corrosion Resistance Finish Complies with ASTM B117 standard

CRF is recommended for coastal or extreme exterior environments

CONTROL & WIRING OPTIONS

Go To DMX Guide >

DMX DISTRIBUTION AND PROGRAMMING KIT - REQUIRED FOR DMX DIMMING

DMX/RDM DISTRIBUTION KIT (4 OUTPUTS) - IP67	CDS-RDM

DMX/RDM Distribution Kit consists of four outputs

Each output is limited to one run per output - up to 32 fixtures max. If light direction is Uplight and Downlight, up to 16 fixtures max.

Four terminators are included for end of line termination

RDM TOOL - OPTIONAL

DMX/RDM PROGRAMMING TOOL	RDM

DMX/RDM measurement and testing tool

Allows for RDM addressing and monitoring of products that have RDM capability while also being able to test all elements of DMX data signals to ensure proper system operations

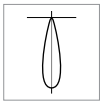
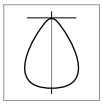
Contact factory to order

insight lighting
4341 Fulcrum Way NE, Rio Rancho New Mexico 87144
P.: 505.345.0888 | insightlighting.com

PROJECT: TYPE: CATALOG #: SSM - - - - - - - WM - - - -

PERFORMANCE

PERFORMANCE DATA

OPTIC	CCT	SINGLE DIRECTION LOW OUTPUT (10 W)			SINGLE DIRECTION MEDIUM OUTPUT (20 W)		
		DELIVERED LUMENS	LUMINARE EFFICACY	PEAK CANDELA	DELIVERED LUMENS	LUMINARE EFFICACY	PEAK CANDELA
20° 	4000K	1106 LM	99.6 LM/W	6755	2001 LM	104.3 LM/W	12457
30°	4000K	1094 LM	98.5 LM/W	3132	1936 LM	101.0 LM/W	7961
55° 	4000K	1034 LM	93.2 LM/W	1290	1871 LM	97.7 LM/W	2379

WIRING

FIXTURES PER 10 AMP CIRCUIT (FULL LOAD)

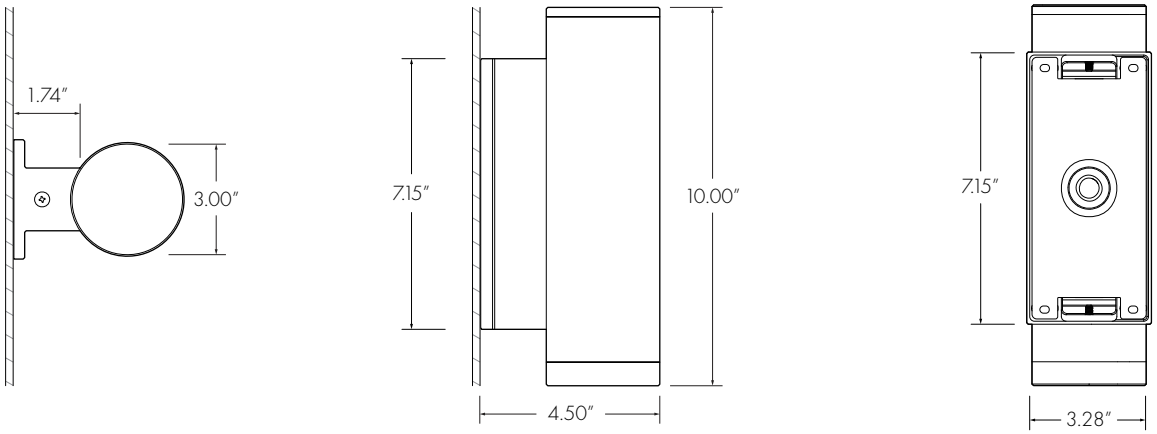
FIXTURE	SINGLE DIRECTION LO		SINGLE DIRECTION MO		UPLIGHT & DOWNLIGHT LO		UPLIGHT & DOWNLIGHT MO	
VOLTAGE	120V	277V	120V	277V	120V	277V	120V	277V
	120	277	60	138	60	138	30	69

insight lighting
4341 Fulcrum Way NE, Rio Rancho New Mexico 87144
P.: 505.345.0888 | insightlighting.com

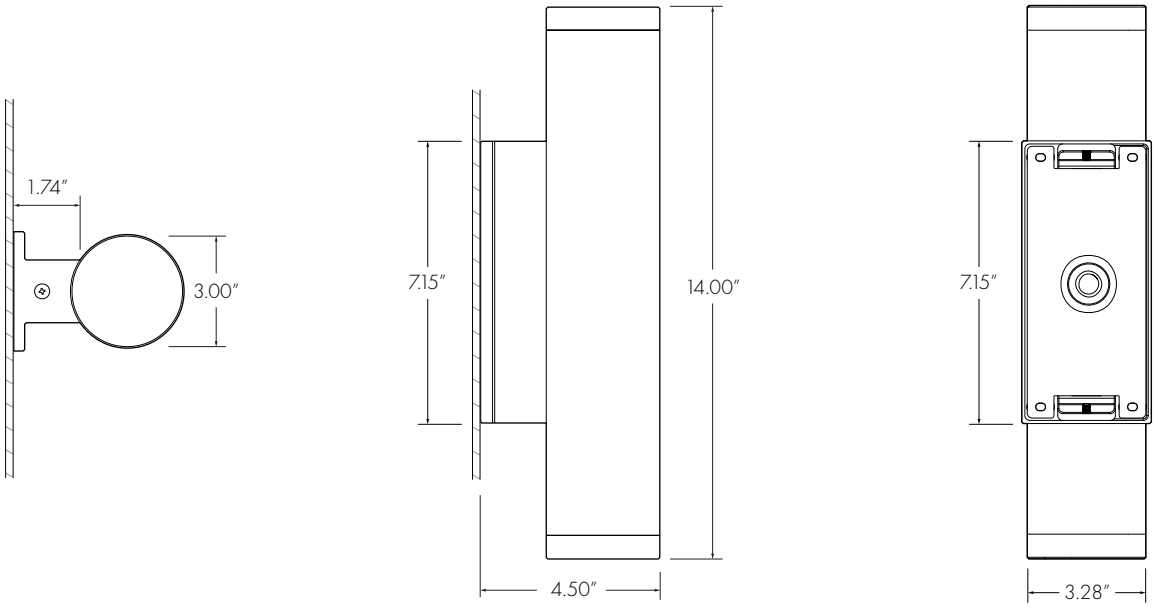
PROJECT:	TYPE:	CATALOG #: SSM - - - - - - - WM - - - -

FIXTURE DIMENSIONS

WM - WALL MOUNT (SINGLE DIRECTION)



WM - WALL MOUNT (UP AND DOWN)



insight lighting
4341 Fulcrum Way NE, Rio Rancho New Mexico 87144
P.: 505.345.0888 | insightlighting.com

Seem® 4

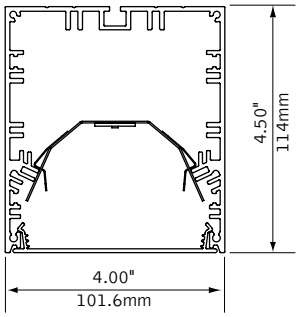
LED - SURFACE MOUNT | WET LOCATION

FOCAL POINT®

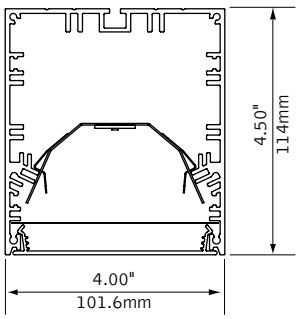
recessed
companion

DIMENSIONAL DATA

Individual Unit



Continuous Run



FEATURES

Narrow extruded aluminum 4" linear direct LED.

Individual units and continuous runs in 1' increments.

Available in flush, asymmetric, asymmetric room fill or batwing, lens.

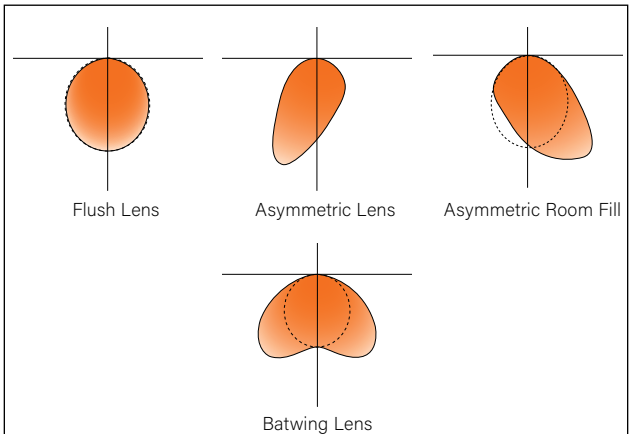
Frosted acrylic lens provides uninterrupted illumination, without pixels or shadows.

LED position and lens material optimized to provide the perfect blend of high performance and visual comfort.

Choice of output levels to meet a wide variety of application needs.

Tunable White: Supports human activity, well-being, and preferences with a light quality that evolves throughout the day.

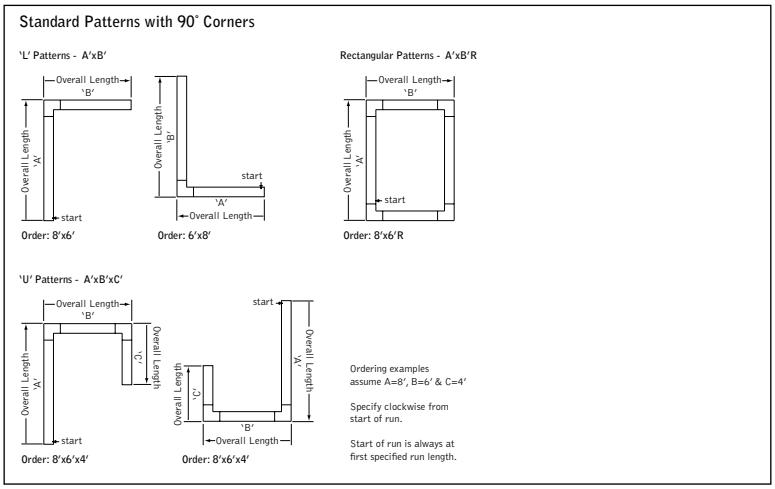
PERFORMANCE



Photometric performance is measured in accordance with IESNA LM-79.
Visit focalpointlights.com for complete photometric data.

fixture: project:

DETAILS



4' PERFORMANCE CHART

Lumen Output	Nominal Lumens	Tested System Watts	LPW BW	LPW FL	LPW AS	LPW AF
275LF	1100	9.5	110	106	114	114
375LF	1500	12.5	119	114	123	123
625LF	2500	21.4	119	113	122	122
875LF	3500	30.4	118	113	122	122
1000LF	4000	35.0	117	112	121	121
1125LF	4500	39.6	116	111	119	119
1250LF	5000	43.5	115	110	119	118

Based on 3500K, 80 CRI, 4' lengths. Lumen multiplier: 90+ CRI = 0.87. Lumen output may vary +/- 5%. Actual wattage may vary +/- 5%.

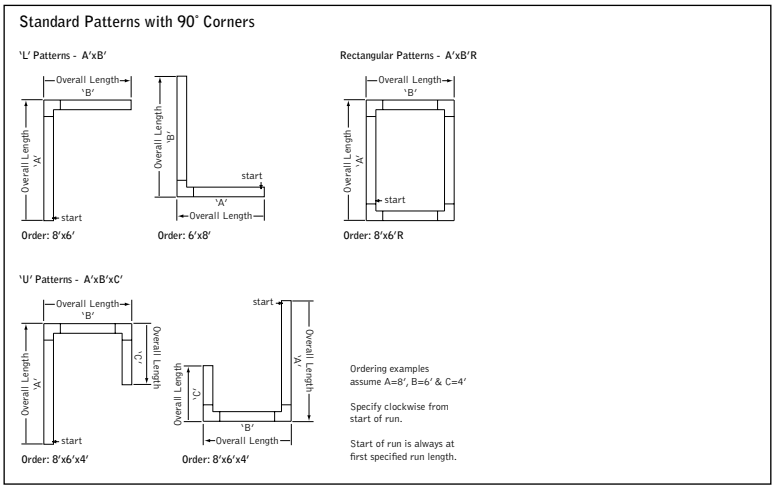
STANDARD WHITE

Luminaire Series		**FSM4LWLS**
Seem 4 LED Wet Location	FSM4LWLS	
Shielding		_____
Asymmetric Lens*	AS	
Asymmetric Room Fill*	AF	
Batwing Lens*	BW	
Flush Satin Lens (*individual units only)	FL	
Lumen Output		_____
275 Lumens per foot (LD1 & L11 only.)	275LF	
375 Lumens per foot (LD1 & L11 only.)	375LF	
625 Lumens per foot (3' minimum with LH1.)	625LF	
875 Lumens per foot	875LF	
1000 Lumens per foot	1000LF	
1125 Lumens per foot	1125LF	
1250 Lumens per foot	1250LF	
Color Temperature		_____
3000K, 80+ CRI	30K	
3500K, 80+ CRI	35K	
4000K, 80+ CRI	40K	
Circuits & Zones		_____
1 Circuit, non-emergency	1C	
Consult Ordering Guide on page 3 for multiple circuiting and zoning options	_C_Z_DL	
Voltage		**UNV**
120/277 UNV Volt	UNV	
Control System & Dimming Level		_____
0-10V - 10% Dimming	LD1	
0-10V - 1% Dimming	L11	
Lutron Hi-Lume EcoSystem (LDE1) - 1% Dimming (3' minimum length)	LH1	
Mounting		**SM**
Surface Mount	SM	
Factory Options (See page 4 for ordering details for DC, EC, EM & ECD.)		
Daylight Circuit	_DC	_____
Emergency Circuit	_EC	_____
Emergency Battery Pack†	_EM	_____
Emergency Control Device† †(4' minimum. 120/277 Volt only. EM or ECD not available at corners.)	_ECD	_____
Outdoor Rated (LD1 only. Not available with EM.)	OD	_____
Finish		**WH**
Matte White Housing	WH	
Luminaire Length		_____
Specify luminaire/row length in 1' increments (2' minimum length.)	X'	
Pattern Options (3' minimum length)		_____
'L' pattern	A' x B'	
'U' pattern	A' x B' x C'	
Rectangular pattern	A' x B'R	

Focal Point LLC reserves the right to change specifications for product improvement without notification.

fixture: project:

DETAILS



TW 4' PERFORMANCE CHART

Lumen Output	Nominal Lumens	Tested System Watts	LPW BW	LPW FL
275LF	1100	13.30	87.3	83.2
375LF	1500	17.34	90.8	86.5
625LF	2500	27.84	94.0	89.5
875LF	3500	37.22	98.9	94.2
1000LF	4000	42.39	99.2	94.4
1125LF	4500	50.27	93.9	89.4

Based on 2700K, 80CRI, 4' lengths. Lumen output may vary +/- 5%. Actual wattage may vary +/- 5%.

Lumen Multipliers

CRI	Multiplier
80+	1.00
90+	0.89

Wattage Multipliers

CCT	Multiplier
2700K	1.00
3000K	0.92
3500K	0.88
4000K	0.86
5000K	0.85
5700K	0.87
6500K	0.90

TW TUNABLE WHITE

Luminaire Series		**FSM4LWLS**
Seem 4 LED Wet Location	FSM4LWLS	
Shielding		
Batwing Lens (individual units only)	BW	
Flush Satin Lens	FL	
Lumen Output		
275 Lumens per foot (3' min. with D1TW. 4' min. with LT1.)	275LF	
375 Lumens per foot (3' min. with LT1)	375LF	
625 Lumens per foot	625LF	
875 Lumens per foot	875LF	
1000 Lumens per foot	1000LF	
1125 Lumens per foot	1125LF	
Color Temperature		
Tunable White: 2700-6500K, 80+ CRI	2765T	
Tunable White: 2700-6500K, 90+ CRI	92765T	
Circuits & Zones		
1 Circuit, non-emergency	1C	
Consult Ordering Guide on page 3 for multiple circuiting and zoning options	_C_Z_DL	
Voltage		**UNV**
120/277 UNV Volt	UNV	
Control System & Dimming Level		
Lutron T-Series - 1% Dimming	LT1	
DALI - 1% Dimming (DT6 control. Requires two addresses, one for intensity & one for CCT tuning. Consult factory for DT8.)	D1TW	
Mounting		**SM**
Surface Mount	SM	
Factory Options (See page 4 for ordering details for DC, EC, EM & ECD.)		
Daylight Circuit	_DC	
Emergency Circuit	_EC	
Emergency Battery Pack†	_EM	
Emergency Control Device† †(Consult factory)	_ECD	
Finish		**WH**
Matte White Housing	WH	
Luminaire Length		
Specify luminaire/row length in 1' increments (2' minimum length.)	X'	
Pattern Options (3' minimum length)		
'L' pattern	A' x B'	
'U' pattern	A' x B' x C'	
Rectangular pattern	A' x B'R	

Focal Point LLC reserves the right to change specifications for product improvement without notification.

SPECIFICATIONS

LED System

Proprietary linear LED module incorporates premium LEDs on a robust platform to achieve excellent thermal management. LEDs are placed to promote a uniform appearance. Available in 2700K, 3000K, 3500K or 4000K with CRI>80 or CRI>90, 3 SDCM or Tunable White (2700K-6500K), CRI>80, >90. LED modules and drivers are replaceable from below.

Construction

One piece extruded aluminum housing. Die cast aluminum end caps. 2' unit weight: 10 lbs., 3' unit weight: 14 lbs., 4' unit weight: 18 lbs., 5' unit weight: 22 lbs.

Optic

Reflectors fabricated of 22 Ga. steel finished in High Reflectance White powder coat. Extruded acrylic lens .085" thick with satin finish, up to 8' continuous.

Electrical

Luminaires are pre–wired with factory installed branch circuit wiring and over-molded quick connects. Standard 120-277V constant current driver includes 0-10V analog dimming.
Dimming range 100% to 10%. Power factor > .9.

Emergency

Output - 10 watts for 90 minutes. Maximum mounting height: 19.2ft.

Labels

UL and cUL Listed. Suitable for Dry, Damp or Wet Locations, indoor use only. Specify Outdoor rated (OD) for outdoor covered ceiling applications. Outdoor rating not available with Tunable White.

Finish

Polyester powder coat applied over a multi-stage pre–treatment. Canopy and cord white as standard.

Lumen Maintenance

Reported:	L70 > 61,000 hours	Calculated:	L70 at > 480,000 hours
	L90 > 61,000 hours		L90 at > 128,000 hours

(Derived from EPA TM-21 calculator. Based on typical conditions, consult factory for additional data.)

Reliability

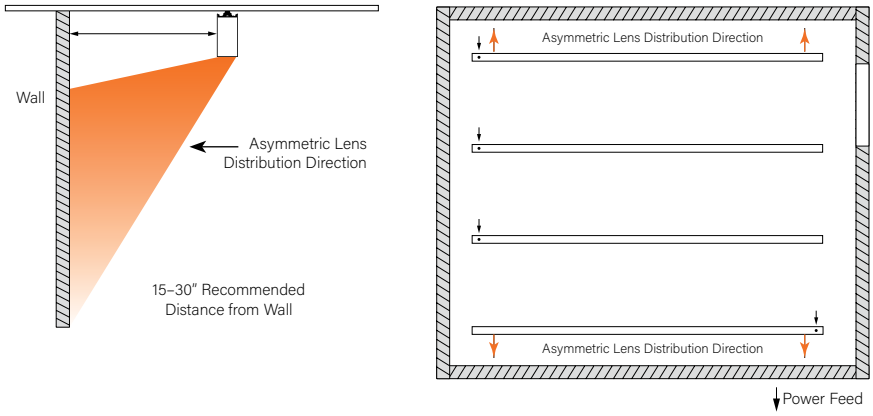
At Focal Point, our products are designed to stand the test of time. Each luminaire is engineered using superior components, manufactured with the utmost care and rigorously tested. Contact us for reliability data.

Warranty

LED System rated for operation in ambient environments up to 25°C. 5-year limited warranty.Fixture with Outdoor rated (OD) option must be installed in a covered ceiling and is warrantied for operation in ambient environments between -20˚C to +40˚C.

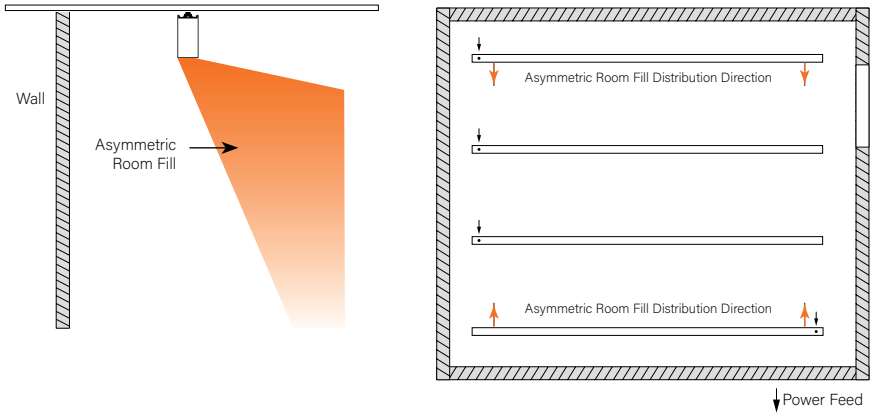
DIRECT ASYMMETRIC

Standard Application Example



DIRECT ASYMMETRIC ROOM FILL

Standard Application Example



Ordering Guide

Linear Circuitry, Zones & Factory Options

FOCAL POINT®

HOW TO USE THIS GUIDE

Fill out the worksheet on the following page to specify your requirements for circuitry, zones, and factory options.

Refer to the run chart for standard run configurations, consult factory for custom configurations.

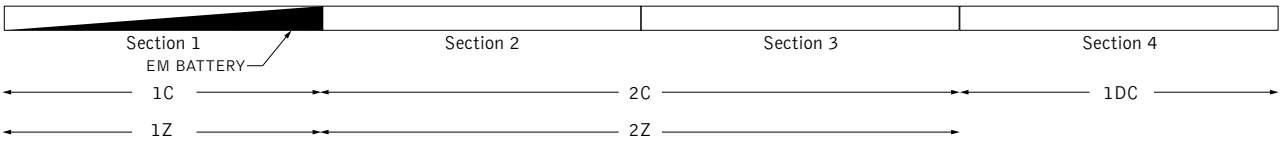
Complete the Totals / Ordering Codes at the bottom of the worksheet and add to your ordering logic on the cut sheet.

Submit the worksheet along with your order.

TOTAL RUN LENGTH: 32ft **JOB NAME:** _____ **FIXTURE TYPE:** _____

	HOUSING SECTION	SECTION LENGTH	SHARED ELECTRICAL FEED, NORMAL POWER			FACTORY OPTIONS			
						SEPARATE ELECTRICAL FEEDS			EM
			SWITCHING CIRCUIT	DIMMING ZONE	DAYLIGHT ZONE	DAYLIGHT CIRCUIT	EMERGENCY CIRCUIT	ECD	
EXAMPLE	1	8	1C	1Z					1EM
	2	8	2C	2Z					
	3	8	2C	2Z					
	4	8				1DC			
	Totals / Ordering Codes		2C	2Z		1DC			1EM

ORDERING: FSM4L-FL-625LF-35K- **2C2Z** -UNV-LD1-G2- **1DC-1EM** -WH-32ft



KEY	
C = Switching Circuit Switched Hot / Shared Neutral	**DC = Daylight Circuit** Switched Hot / Separate Neutral
Z = Dimming Zone Dimming Control Wires	**EC = Emergency Circuit** Switched Hot / Separate Neutral
DL = Daylight Zone Daylight Dimming Control Wires	**EM = Emergency Battery** Unswitched Hot / Shared Neutral
	ECD = Emergency Control Device Unswitched Hot / Separate Neutral

DEFAULTS

- Zones and Factory Options illuminate entire sections from 4' to 8' in length.
- One shared or isolated circuit and zone required per housing section.
- Limit of one EM or ECD per housing section.
- Additional electrical feed required for applications greater than three shared circuits and zones.
- Each DC, EC and ECD require an additional electrical feed.
- ECD not available in the same housing section as EC.
- Longer lead times and additional pricing may apply for custom run configurations.

CUSTOM LENGTHS

- If partial illumination of emergency or daylight section is required, indicate in ordering guide and add "partial illumination" in Order Notes. Drawing required.
- Engineering validation required, longer lead times may apply.

Ordering Guide Worksheet

Linear Circuitry, Zones & Factory Options

FOCAL POINT®

WORKSHEET

TOTAL RUN LENGTH: _____ **JOB NAME:** _____ **FIXTURE TYPE:** _____

HOUSING SECTION	SECTION LENGTH	SHARED ELECTRICAL FEED, NORMAL POWER			FACTORY OPTIONS			
					SEPARATE ELECTRICAL FEEDS			EM
		SWITCHING CIRCUIT	DIMMING ZONE	DAYLIGHT ZONE	DAYLIGHT CIRCUIT	EMERGENCY CIRCUIT	ECD	
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
Totals / Ordering Codes								

Combine to create Circuits & Zones ordering code

Enter as individual Factory Options

RUN CHART

Run length (ft)	Housing Configuration Section Lengths
9	5 + 4
10	6 + 4
11	7 + 4
12	8 + 4
13	8 + 5
14	8 + 6
15	8 + 7
16	8 + 8
17	8 + 5 + 4
18	8 + 6 + 4
19	8 + 7 + 4
20	8 + 8 + 4

Run length (ft)	Housing Configuration Section Lengths
21	8 + 8 + 5
22	8 + 8 + 6
23	8 + 8 + 7
24	8 + 8 + 8
25	8 + 8 + 5 + 4
26	8 + 8 + 6 + 4
27	8 + 8 + 7 + 4
28	8 + 8 + 8 + 4
29	8 + 8 + 8 + 5
30	8 + 8 + 8 + 6
31	8 + 8 + 8 + 7
32	8 + 8 + 8 + 8

Run length (ft)	Housing Configuration Section Lengths
33	8 + 8 + 8 + 5 + 4
34	8 + 8 + 8 + 6 + 4
35	8 + 8 + 8 + 7 + 4
36	8 + 8 + 8 + 8 + 4
37	8 + 8 + 8 + 8 + 5
38	8 + 8 + 8 + 8 + 6
39	8 + 8 + 8 + 8 + 7
40	8 + 8 + 8 + 8 + 8
41	8 + 8 + 8 + 8 + 5 + 4
42	8 + 8 + 8 + 8 + 6 + 4
43	8 + 8 + 8 + 8 + 7 + 4
44	8 + 8 + 8 + 8 + 8 + 4

Run length (ft)	Housing Configuration Section Lengths
45	8 + 8 + 8 + 8 + 8 + 8 + 5
46	8 + 8 + 8 + 8 + 8 + 8 + 6
47	8 + 8 + 8 + 8 + 8 + 8 + 7
48	8 + 8 + 8 + 8 + 8 + 8 + 8

Standard run configurations, consult factory for custom configurations.

BEACON
design . performance . technology

Ratio Flood

COMPACT

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

RATIO

RFL2 RFL3

FEATURES

- Compact LED flood with a variety of NEMA distributions for lighting applications such as: safety/security, accent, flag pole, columns or signs
- Part of the Ratio flood series, this luminaire was designed in cohesion with the site/area products to provide a sleek and timeless look
- Features a dense optical array, providing reduced pixelation and increased visual comfort without compromising performance

IP66 DLC LISTED DLC LISTED PREMIUM BUY AMERICAN SOLUTIONS

See Certification Specifications

SPECIFICATIONS

CONSTRUCTION

- Corrosion resistant, rugged die-cast aluminum housing with powder coat paint finish
- High impact UV stabilized acrylic outer lens protects LEDs and allows for cleaning and debris removal
- Internal venting fins create optimal heat dissipation and allow all water to drain from the face of the luminaire
- Lens hardware is internal to the fixture allowing for uniform pressure on the gasket for an optimal water tight seal

OPTICS

- 44 or 90 midpower LEDs
- Stock Versions: 4000K and 5000K CCT
- Variety of NEMA distributions: - N (2x2), M (4x4) and W (6x6) - Stock version Wide (6x6) only
- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance

INSTALLATION

- Traditional ½" x 14 NPS threaded adjustable knuckle mounting
- Easy maintenance access to electrical components with removal of 4 screws from back of fixture housing
- Trunnion mount available (sold separately)

ELECTRICAL

- 120–277V operation, 50/60Hz
- Driver IP66 and RoHS compliant driver
- 10kV surge protector optional
- 0–10V dimming driver standard, continuous dimming option to have leads pulled out for easy connection
- Drivers have 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Dimming drivers are standard, but must contact factory to request wiring leads for purpose of external dimming controls

CERTIFICATIONS

- Fixture is IP66 rated
- Listed to UL1598 for use in wet locations
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020. See Buy American Solutions

WARRANTY

- 5 year limited warranty
- See HLI Standard Warranty for additional information

KEY DATA	
Lumen Range	3245–6823
Wattage Range	26–52
Efficacy Range (LPW)	126–142
Weights lbs. (kg)	3.7–5.5 (6.12–10.8)

© 2022 HLI Solutions, Inc. All rights reserved. Information and specifications subject to change without notice. All values are design or typical values when measured under laboratory conditions.

BEACON
design . performance . technology

Ratio Flood
COMPACT

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

STOCK ORDERING INFORMATION

Catalog Number	Mounting	Distribution	Wattage	Voltage	CCT	Lumens	LPW	Weight lbs. (KG)	Finish
RFL2-25-4K	Knuckle	Wide	26	120–277V	4000K	3327	127	3.7 (1.68)	Bronze
RFL2-25-5K	Knuckle	Wide	26	120–277V	5000K	3245	124	3.7 (1.68)	Bronze
RFL2-25-4K-PC	Knuckle	Wide	26	120–277V	4000K	3327	127	3.7 (1.68)	Bronze
RFL2-25-5K-PC	Knuckle	Wide	26	120–277V	5000K	3245	124	3.7 (1.68)	Bronze
RFL3-40-4K	Knuckle	Wide	34	120–277V	4000K	4551	134	5.5 (2.50)	Bronze
RFL3-40-5K	Knuckle	Wide	34	120–277V	5000K	4439	131	5.5 (2.50)	Bronze
RFL3-40-4K-PC	Knuckle	Wide	34	120–277V	4000K	4551	134	5.5 (2.50)	Bronze
RFL3-40-5K-PC	Knuckle	Wide	34	120–277V	5000K	4439	131	5.5 (2.50)	Bronze
RFL3-50-4K	Knuckle	Wide	52	120–277V	4000K	6823	131	5.5 (2.50)	Bronze
RFL3-50-5K	Knuckle	Wide	52	120–277V	5000K	6654	128	5.5 (2.50)	Bronze
RFL3-50-4K-PC	Knuckle	Wide	52	120–277V	4000K	6823	131	5.5 (2.50)	Bronze
RFL3-50-5K-PC	Knuckle	Wide	52	120–277V	5000K	6654	128	5.5 (2.50)	Bronze

ORDERING GUIDE

Example: RFL2–44L-25–4K7–M–UNV–K–DBT–CD–SP

CATALOG #

Model	Nominal Lumens	CCT/CRI	Distribution	Voltage	Mounting	Color
RFL2 Ratio Flood Size 2	**44L–25** 44 LED–3000lm	**3K7** 3000K, 70 CRI	**N** Narrow, 2x2	**UNV** Universal 120–277	**K** Knuckle	**BLT** Black Matte Textured
RFL3 Ratio Flood Size 3	**90L–40** 90 LED–5000lm	**4K7** 4000K, 70 CRI	**M** Medium Flood, 4x4			**BLS** Black Gloss Smooth
	90L–50 90 LED–7000lm	**5K7** 5000K, 70 CRI	**W** Wide Flood, 6x6			**DBT** Dark Bronze Matte Textured
						DBS Dark Brone Gloss Smooth
						GTT Graphite Matte Textured
						LGS Light Grey Gloss Smooth
						PSS Platinum Silver Smooth
						WHT White Matte Textured
						WHS White Gloss Smooth
						VGT Verde Green Textured
						Color Option
						CC Custom Color

Control Options	Options
CD Continuous Dimmable	**SP**[1] Surge Protector, 10kA Surge Protector
PC[1] Button Photcontrol	

1 SP and PC cannot be in the same fixture due to space constraints

ACCESSORIES AND REPLACEMENT PARTS (ORDERED SEPARATELY)

	Catalog Number	Description
☐	**TRN–XX**[1]	Trunnion adapter for ½" threaded knuckle mount

1 Specify finish color to match fixture, e.g. DBT - Dark Bronze Matte

TRN-XX

© 2022 HLI Solutions, Inc. All rights reserved. Information and specifications subject to change without notice. All values are design or typical values when measured under laboratory conditions.

BEACON
design . performance . technology

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

Ratio Flood

COMPACT

PERFORMANCE DATA

					5K (5000K nominal, 70 CRI)			4K (4000K nominal, 70 CRI)			3K (3000K nominal, 70 CRI)		
Series	Nominal Watts	Dist. Type	NEMA	Field Angle H^0 X V^0	Lumens	LPW[1]	Max Beam Candlepower	Lumens	LPW[1]	Max Beam Candlepower	Lumens	LPW[1]	Max Beam Candlepower
RFL2	25	N	2 x 2	20 x 20	3308	129	56009	3391	132	57425	3285	128	55632
		M	4 x 4	57 x 57	3124	121	7180	3203	124	7588	3103	120	7426
		W	6 x 6	105 x 105	3245	124	1848	3327	127	1895	3223	123	1836
RFL3	40	N	2 x 2	20 x 20	4525	136	76622	4639	139	69924	4494	135	76107
		M	4 x 4	57 x 57	4273	127	10228	4382	130	10486	4245	126	10159
		W	6 x 6	105 x 105	4439	131	2528	4551	134	2592	4409	130	2511
	50	N	2 x 2	20 x 20	6784	133	114868	6956	136	117772	6739	132	114095
		M	4 x 4	57 x 57	6408	125	17055	6569	128	17486	6364	124	16940
		W	6 x 6	105 x 105	6654	128	3791	6823	131	3886	6610	127	3765

1 Lumen values are from photometric tests performed in accordance with IESNA LM–79–08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

ELECTRICAL DATA

# LEDS	Nominal Wattage	Input Voltage	Oper. Current (Amps)	System Power (W)
RFL2	25	120	0.22	26.0
		208	0.13	
		240	0.11	
		277	0.09	
RFL3	40	120	0.28	33.8
		208	0.16	
		240	0.14	
		277	0.12	
	50	120	0.43	51.7
		208	0.25	
		240	0.22	
		277	0.19	

PROJECTED LUMEN MAINTENANCE

Ambient Temperature	OPERATING HOURS					
	0	25,000	50,000	TM–21–11 60,000[1]	100,000	Calculated L70 (Hours)
25°C / 77°C	1.00	0.96	0.94	0.91	0.83	> 191,000
40°C / 104°F	0.99	0.95	0.93	0.93	0.81	> 173,000

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0˚ C	32˚ F	1.03
10˚ C	50˚ F	1.01
20˚ C	68˚ F	1.00
25˚ C	77˚ F	1.00
30˚ C	86˚ F	0.99
40˚ C	104˚ F	0.98
50˚ C	122˚ F	0.97

Use these factors to determine relative lumen output for average ambient temperatures from 0–40°C (32–104°F)

© 2022 HLI Solutions, Inc. All rights reserved. Information and specifications subject to change without notice. All values are design or typical values when measured under laboratory conditions.

BEACON
design . performance . technology

Ratio Flood
COMPACT

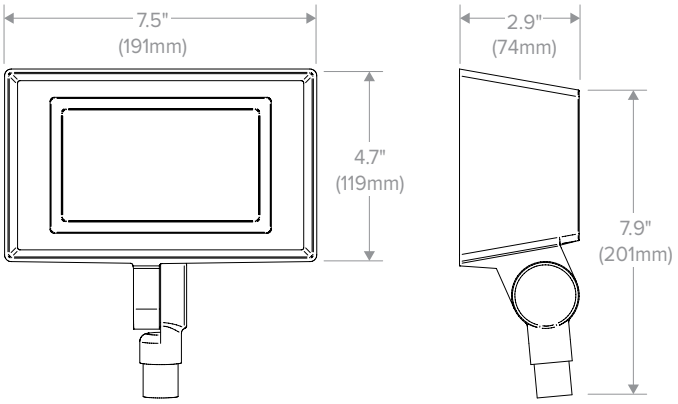
DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

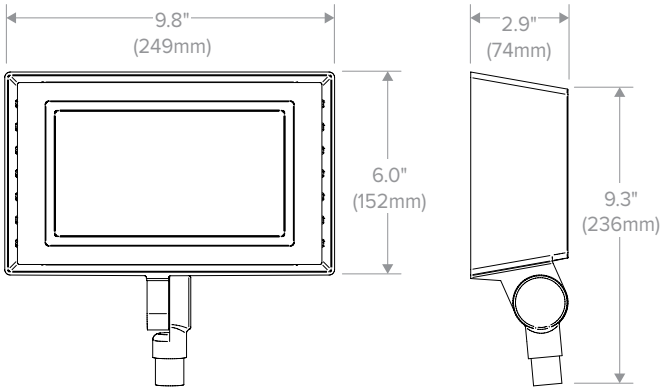
DIMENSIONS

RFL2



RFL2 EPA(Front/Side)
0.34ft² / 0.17ft²

RFL3



RFL3 EPA(Front/Side)
0.97ft² / 0.20ft²

ADDITIONAL INFORMATION

SHIPPING INFORMATION

Catalog Number	G.W (kg)/CTN	Carton Dimensions		
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)
RFL2	3.7lbs (1.68kg)	20.7 (52.7)	15.1 (38.4)	6.9 (17.6)
RFL3	5.5lbs (2.50kg)	25 (63.5)	15.1 (38.4)	6.9 (17.6)

All product and company names, logos and product identifiers are trademarks ™ or registered trademarks ® of Hubbell Lighting, Inc. or their respective owners. Use of them does not necessarily imply any affiliation with or endorsement by such respective owners.

© 2022 HLI Solutions, Inc. All rights reserved. Information and specifications subject to change without notice. All values are design or typical values when measured under laboratory conditions.

GEOPAK SERIES SIZE 2 LED

Architectural Wallpack

TRP2/RDI2 Low Glare **NEW**

Cat.#

Job

Type

HUBBELL Outdoor Lighting

Approvals

SPECIFICATIONS

Applications:
Medium sized architectural wallpacks in two stylish shapes accentuate building architecture and provide excellent illumination and uniformity

Construction:
- Die-cast aluminum housing and door
- Seven powder coat standard finishes, plus custom color options

LED/Optics:
- Precision crafted optics and reflectors provide up to 150 LPW and zero pixelation over the lens for maximum visual comfort
- Wide Throw and Forward Throw distributions available
- 3000K - 70 CRI, 4000K - 70 CRI, and 5000K - 70 CRI, CCT nominal

Electrical:
- Optional Dual Drivers & Dual Power Feeds for 50 and 70 watt versions
- 120-277, 347 and 480 voltage, 50/60Hz
- Power factor ≥ 90%
- THD (Total Harmonic Distortion) <20%
- Ambient operating temperature -40°C to 40°C

Installation/Mounting:
- Quick-mount adapter with gasket seal provides easy installation to wall or to recessed junction box (4" square junction box). Fixture attaches by two Allen-head hidden fasteners for tamper resistance.
- Black box accessory available for surface conduit application

Options/Controls:
- Drivers are 0-10V dimming standard
- Universal button photocontrol for dusk to dawn energy savings
- Occupancy sensor options available for complete on/off and dimming control

Secondary Distribution:
- Optional secondary distributions provide approximately 5% uplight for lighting building facades and/or providing direct/indirect lighting for under canopy applications
- Available in three distribution including Wall Graze, Spot/Column and Canopy

Listings:
- IP65 rated housing
- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Zero uplight (U0), dark sky, neighbor friendly (excludes uplight versions)
- Drivers IP66 and RoHS compliant

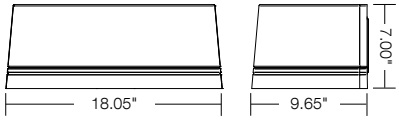
Warranty:
For more information visit:
http://www.hubbelloutdoor.com/resources warranty/

PRODUCT IMAGE(S)

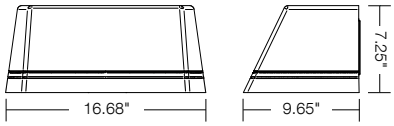
Trapezoid

Radius

DIMENSIONS



RDI2
Weight:
16 lbs (7.3 kg)



TRP2
Weight:
16 lbs (7.3 kg)

CERTIFICATIONS/LISTINGS

*3000K and warmer CCTs only

SHIPPING INFORMATION

Catalog Number	G.W(kg)/ CTN	Carton Dimensions		
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)
RDI2	18 (8.2)	20.5 (52)	9.5 (24)	12 (30)
TRP2	16 (7.3)	18.5 (47)	9.5 (24)	11.5 (29)

ORDERING INFORMATION

ORDERING EXAMPLE: TRP2-D-30-3K7-FT-UNV-UG-GT-PC

[ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ]

FAMILY
- **TRP2** Trapezoid
- **RDI2** Radius

LEDS - WATTAGE
- **D-20** 20w Low Glare Diffuse
- **D-30** 30w Low Glare Diffuse
- **D-50** 50w Low Glare Diffuse
- **D-70** 70w Low Glare Diffuse

CCT
- **3K7** 3000K, 70CRI
- **4K7** 4000K, 70CRI
- **5K7** 5000K, 70CRI

DISTRIBUTION
- **FT** Forward Throw Diffused
- **WT** Wide Throw Diffused

VOLTAGE
- **UNV** 120-277V
- **120** 120V
- **208** 208V
- **240** 240V
- **277** 277V
- **UHV**[1] 347/480V
- **347**[1] 347V
- **480**[1] 480V

FINISH
- **BL** Black Textured
- **DB** Dark Bronze Textured
- **GT** Graphite Textured
- **GYS** Light Gray Smooth
- **PS** Platinum Silver Smooth
- **WH** White Textured
- **CC** Custom Color

SECONDARY DISTRIBUTION
- **BLANK** Downlight Only
- **UG**[2] Uplight Wall Graze
- **UC**[2] Uplight Canopy
- **US**[2] Uplight Spot/Column

CONTROL OPTIONS
- **PC** Button Photocontrol
- **SCP**[4,5] Programmable occupancy sensor, factory default is 10% light output
- **SCO**[4] Sensor Control, On/Off

SPEC SCP/SCO MOUNT HEIGHT
- **-8F** Up to 8ft mount height
- **-20F** Up to 20ft mount height

OPTIONS
- **SF**[3] Single Fuse & Fuse Holder
- **DF**[3] Double Fuse & Fuse Holder
- **2DR**[6] Dual Drivers
- **2PF**[6] Dual Power Feeds

[1] 70 watt version only, not available with PC, SCP or SCO sensors
[2] Not available with SF, DF, 2DR or 2PF electrical options
[3] Must specify voltage
[4] PCU option not applicable, included in sensor
[5] Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings
[6] Not available with 20w, 30w or uplight versions

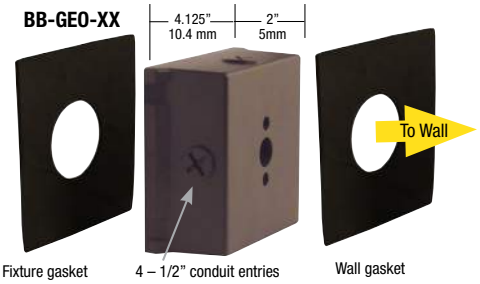
© 2016 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: **www.hubbelloutdoor.com** • Printed in USA

ACCESSORIES - Order separately

Catalog Number	Description
SCP-REMOTE*	Remote control for SCP option. Order at least one per project to program and control dimming settings
BB-GEO-XX	Black box with 4 - 1/2" threaded conduit holes, specify finish by replacing "XX" with finish selection, eg. Dark Bronze "DB"

* Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings.
** When ordering with SiteSync, one of the following interface options must be chosen an ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.
\+ If needed, an additional Bridge Node can be ordered.

BB-GEO-XX – Mounted to luminaire



INPUT POWER CONSUMPTION

# OF LEDS	VERSION	INPUT VOLTAGE (V)	CURRENT (Amps)	SYSTEM POWER (w)
180	Downlight Only	120	0.18	21
		277	0.08	21
		120	0.28	33
		277	0.12	33
		120	0.41	49
		277	0.18	49
		120	0.52	62
		277	0.22	62
		347	0.18	62
		480	0.13	62
	With Uplight	120	0.18	22
		277	0.08	22
		120	0.29	35
		277	0.13	35
		120	0.43	52
		277	0.19	52
		120	0.55	66
		277	0.24	66
		347	0.19	66
		480	0.14	66

PERFORMANCE DATA - LOW GLARE

SECONDARY DISTRIBUTION	NOMINAL WATTS	SYSTEM WATTS	MAIN DISTR. TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
				LUMENS	LPW	B	U	G	LUMENS	LPW	B	U	G	LUMENS	LPW	B	U	G
None	D-20	21.0	FT	3,082	147	1	0	1	3,067	146	1	0	1	2,883	137	1	0	1
			WT	3,195	152	1	0	0	3,179	151	1	0	0	2,988	142	1	0	0
	D-30	33.4	FT	4,995	150	1	0	1	4,970	149	1	0	1	4,672	140	1	0	1
			WT	5,178	155	1	0	1	5,152	154	1	0	1	4,843	145	1	0	1
	D-50	48.7	FT	7,094	146	1	0	1	7,058	145	1	0	1	6,635	136	1	0	1
			WT	7,353	151	1	0	1	7,316	150	1	0	1	6,877	141	1	0	1
	D-70	61.8	FT	8,669	140	1	0	1	8,626	140	1	0	1	8,108	131	1	0	1
			WT	8,986	145	1	0	1	8,941	145	1	0	1	8,405	136	1	0	1
UC (Canopy)	D-20	22.3	FT	2,991	134	1	3	1	2,976	133	1	3	1	2,798	125	1	3	1
			WT	3,325	149	1	3	0	3,309	148	1	3	0	3,110	139	1	3	0
	D-30	35.5	FT	4,847	137	1	3	1	4,823	136	1	3	1	4,534	128	1	3	1
			WT	5,389	152	1	3	1	5,362	151	1	3	1	5,040	142	1	3	1
	D-50	51.7	FT	6,884	133	1	3	1	6,850	132	1	3	1	6,439	125	1	3	1
			WT	7,653	148	1	3	1	7,615	147	1	3	1	7,158	138	1	3	1
	D-70	65.7	FT	8,413	128	1	3	1	8,371	127	1	3	1	7,869	120	1	3	1
			WT	9,353	142	1	3	1	9,306	142	1	3	1	8,748	133	1	3	1
UG (Wall Graze)	D-20	22.3	FT	2,966	133	1	3	1	2,952	132	1	3	1	2,774	124	1	3	1
			WT	3,302	148	1	3	0	3,286	147	1	3	0	3,089	139	1	3	0
	D-30	35.5	FT	4,808	135	1	3	1	4,784	135	1	3	1	4,497	127	1	3	1
			WT	5,352	151	1	3	1	5,325	150	1	3	1	5,006	141	1	3	1
	D-50	51.7	FT	6,827	132	1	3	1	6,793	131	1	3	1	6,386	124	1	3	1
			WT	7,600	147	1	3	1	7,562	146	1	3	1	7,109	137	1	3	1
	D-70	65.7	FT	8,344	127	1	3	1	8,302	126	1	3	1	7,804	119	1	3	1
			WT	9,288	141	1	3	1	9,242	141	1	3	1	8,687	132	1	3	1
US (Spot/ Column)	D-20	22.3	FT	3,156	142	1	3	1	3,140	141	1	3	1	2,952	132	1	3	1
			WT	3,316	149	1	3	0	3,300	148	1	3	0	3,102	139	1	3	0
	D-30	35.5	FT	5,114	144	1	3	1	5,089	143	1	3	1	4,784	135	1	3	1
			WT	5,375	151	1	3	1	5,348	151	1	3	1	5,027	142	1	3	1
	D-50	51.7	FT	7,263	140	1	3	1	7,227	140	1	3	1	6,793	131	1	3	1
			WT	7,633	148	1	3	1	7,595	147	1	3	1	7,140	138	1	3	1
	D-70	65.7	FT	8,876	135	1	3	1	8,832	134	1	3	1	8,302	126	1	3	1
			WT	9,328	142	1	3	1	9,282	141	1	3	1	8,725	133	1	3	1

© 2016 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: **www.hubbelloutdoor.com** • Printed in USA

LOW - GLARE

Designed for optimal visual comfort and maximum performance, the low glare versions provide excellent illumination and uniformity with zero LED pixelation.

UPLIGHT

Optional uplight distributions provide accent lighting for columns, canopies or building facades

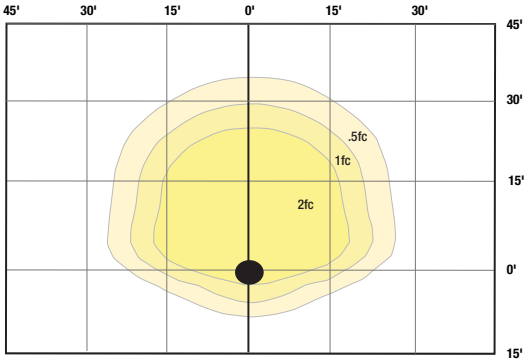
The wall graze also creates a 50/50 appearance on the wall while still providing general illumination on the ground

CONTROL OPTIONS

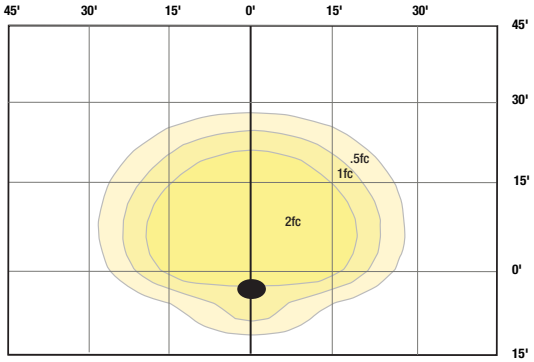
Programmable occupancy sensor offers greater control and energy savings with adjustable delay and dimming levels (Factory default is 10%).

PHOTOMETRICS

Mounting Height 15ft



FORWARD THROW



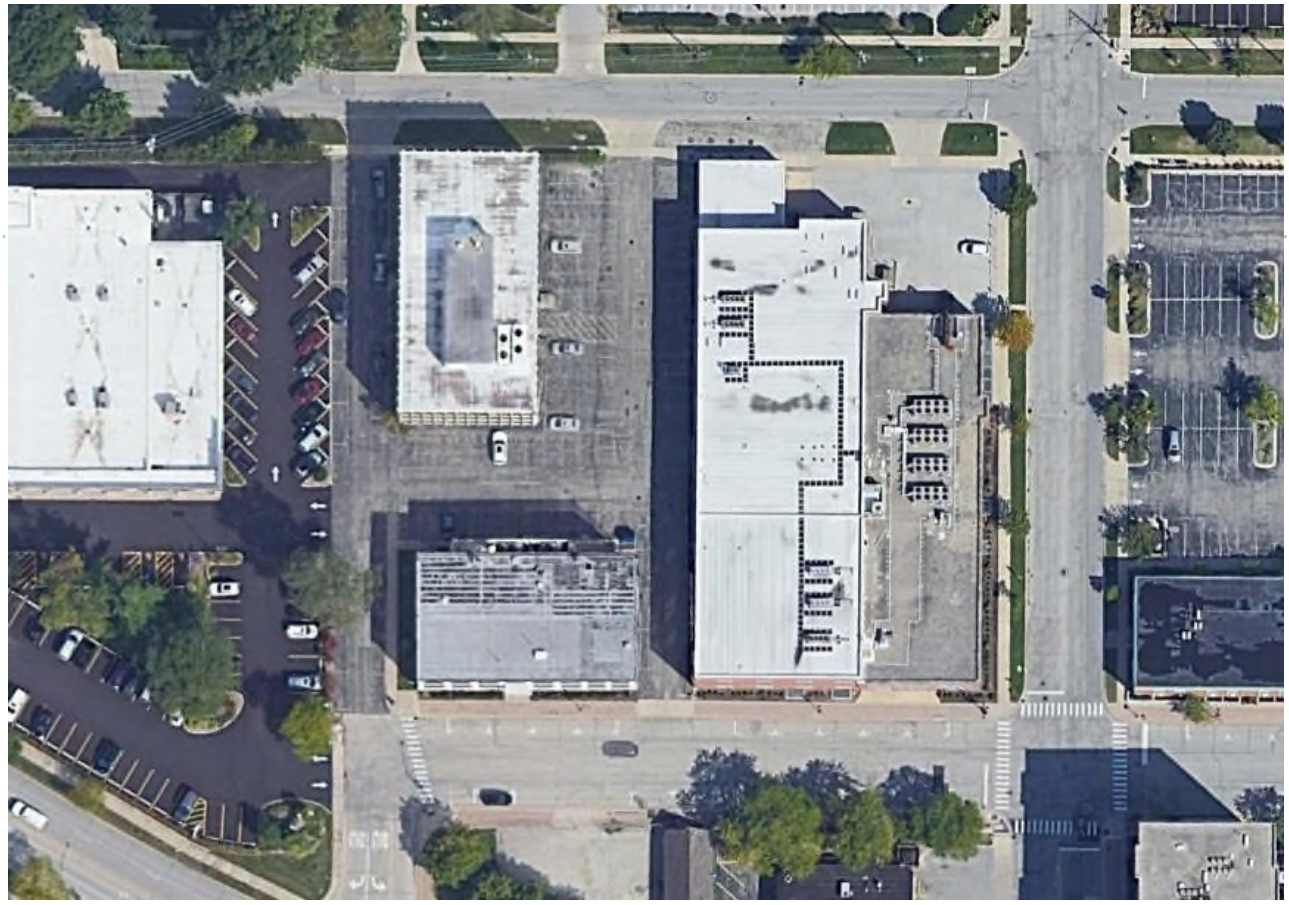
WIDE THROW

UPLIGHT GRAZE

UPLIGHT SPOT/COLUMN

Due to our continued efforts to improve our products, product specifications are subject to change without notice.
© 2017 HUBBELL OUTDOOR LIGHTING, All Rights Reserved • For more information visit our website: **www.hubbelloutdoor.com** • Printed in USA

116-120 West Eastman Avenue
Residential Traffic Impact and Parking Study
Arlington Heights, Illinois



Prepared For:

Compasspoint Development, LLC

Prepared by:

Eriksson Engineering Associates, Ltd.

ERIKSSON ENGINEERING ASSOCIATES, LTD.

145 Commerce Drive, Grayslake, Illinois 60030

847.223.4804

www.eea-ltd.com

1 INTRODUCTION AND EXISTING CONDITIONS

This report summarizes the results of a transportation analysis for a proposed mixed-use development in Downtown Arlington Heights, Illinois. The building site is located at 116-120 West Eastman Street which is occupied by two office buildings.

The purpose of this study was to identify the transportation system serving the proposed development, to determine its transportation characteristics, and to evaluate the need for improvements supporting the proposed building program.

Site Location

The development site is in the northwestern area of Downtown Arlington Heights, Illinois. It is bordered by St. James Street to the north, an AT&T facility to the east, Eastman Street to the south, and Highland Avenue (private road) to the west. It is occupied by surface parking and two office buildings. Access to the office building parking lots is from three driveways with one on St. James Street, one on Eastman Street, and one on Highland Avenue (private road). Land-uses around the site consist of a store and gas station to the south, a bank/office building to the west, single-family homes and a public parking lot to the north, and an AT&T building to the east. **Figure 1** illustrates the site location and area roadways.

Roadway Characteristics

A description of the area roadways providing access to the site is illustrated in **Figure 2** and provided below:

Northwest Highway (U.S. Route 14) is an east-west minor arterial in the vicinity of the site that provides two travel lanes in each direction. At its signalized intersection with Vail Avenue, Northwest Highway provides a through lane, a combined through/right-turn lane, and a separate left-turn lane on both approaches. At the two-way stop control intersection with Highland Avenue/Metra parking access, Northwest Highway narrows down to four lanes without a center left-turn lane. It is under the jurisdiction of the Illinois Department of Transportation (IDOT) and has a posted speed limit of 30 mph in the vicinity of the site.

Eastman Street is an east-west local roadway that provides one travel lane in each direction and extends from Highland Avenue east past Arlington Heights Road. It provides parallel on-street parking spaces on both sides of the street that are limited to two-hour parking. A four-way stop intersection is located at Vail Avenue. Eastman Street is under the jurisdiction of the Village of Arlington Heights.

St. James Street is an east-west roadway extending between Evergreen and Chestnut Avenue. It has one travel lane in each direction with no parking permitted on the south side of the street. It is under the jurisdiction of the Village of Arlington Heights.

Highland Avenue is a north-south local roadway that extends north from Northwest Highway to St. James Street. From Eastman Street north to St. James Street, it has one northbound only lane with parallel parking on both sides and is a private road. South of Eastman Street, it has one northbound lane and two southbound lanes (left and right) with a stop sign at Northwest Highway. This section is under the jurisdiction of the Village of Arlington Heights.

Vail Avenue is a north-south local roadway that in the vicinity of the site provides one through lane in each direction and extends thru Downtown Arlington Heights. At its signalized intersection with Northwest Highway, the southbound approach has a left-turn lane and a shared right-thru lane. Northbound Vail Avenue has separate left, thru, and right lanes. On-street parking is permitted on the east side south of Eastman Street and on the west side north of Eastman Street. It is under the jurisdiction of the Village of Arlington Heights.

Public Transportation

The site is located near the Arlington Heights Metra station for the UP-NW Metra Rail Line which offers daily service between Harvard/McHenry and Chicago. The site is served by PACE bus route 696 as described below:

> *PACE Route 696 Randhurst-Woodfield-Harper College* - Randhurst Mall, Metra UP-NW Line Arlington Heights Station, Cook County Courthouse, Arlington Int'l Racecourse, IKEA, Roosevelt University, Woodfield Mall Pace Northwest Transportation Center, and Harper College.

Sidewalks are provided on the entire surrounding roadway network except for the private road portion of Highland Avenue.

Bicycle Routes

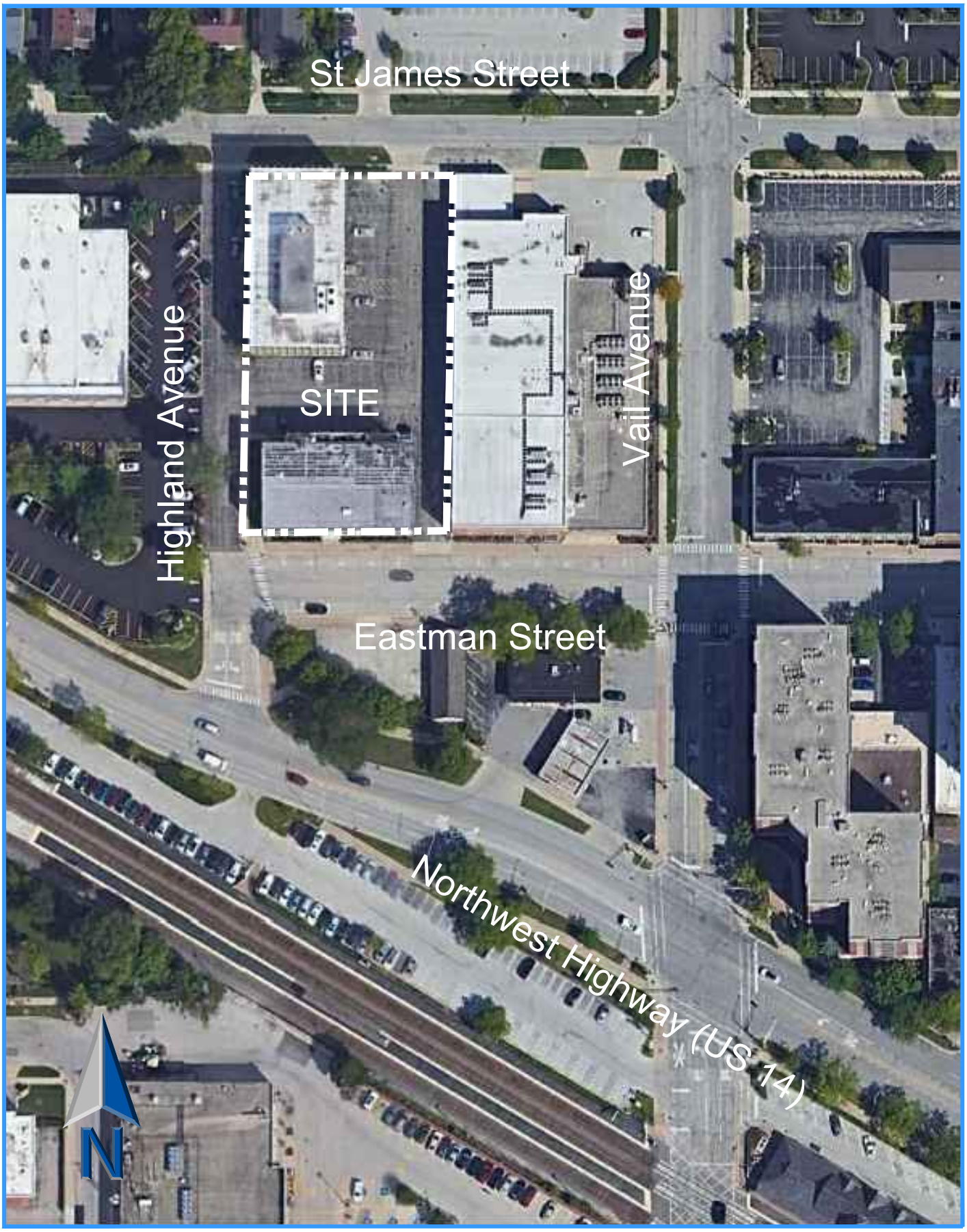
The Village of Arlington Heights identifies Vail Avenue north of St. James Street and St. James Street east of Vail Avenue as bike routes.

Existing Vehicular, Pedestrian, and Bicycle Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) manual counts of pedestrians and vehicles were conducted in January 2022 at the intersections within the study area.

These counts showed the peak-hours of traffic occurring from 7:45 to 8:45 AM and 4:45 to 5:45 PM on a weekday. However, these counts were conducted during the current pandemic and do not represent pre-pandemic conditions. To be conservative, the 2022 traffic counts were increased by 10% to represent pre-pandemic conditions.

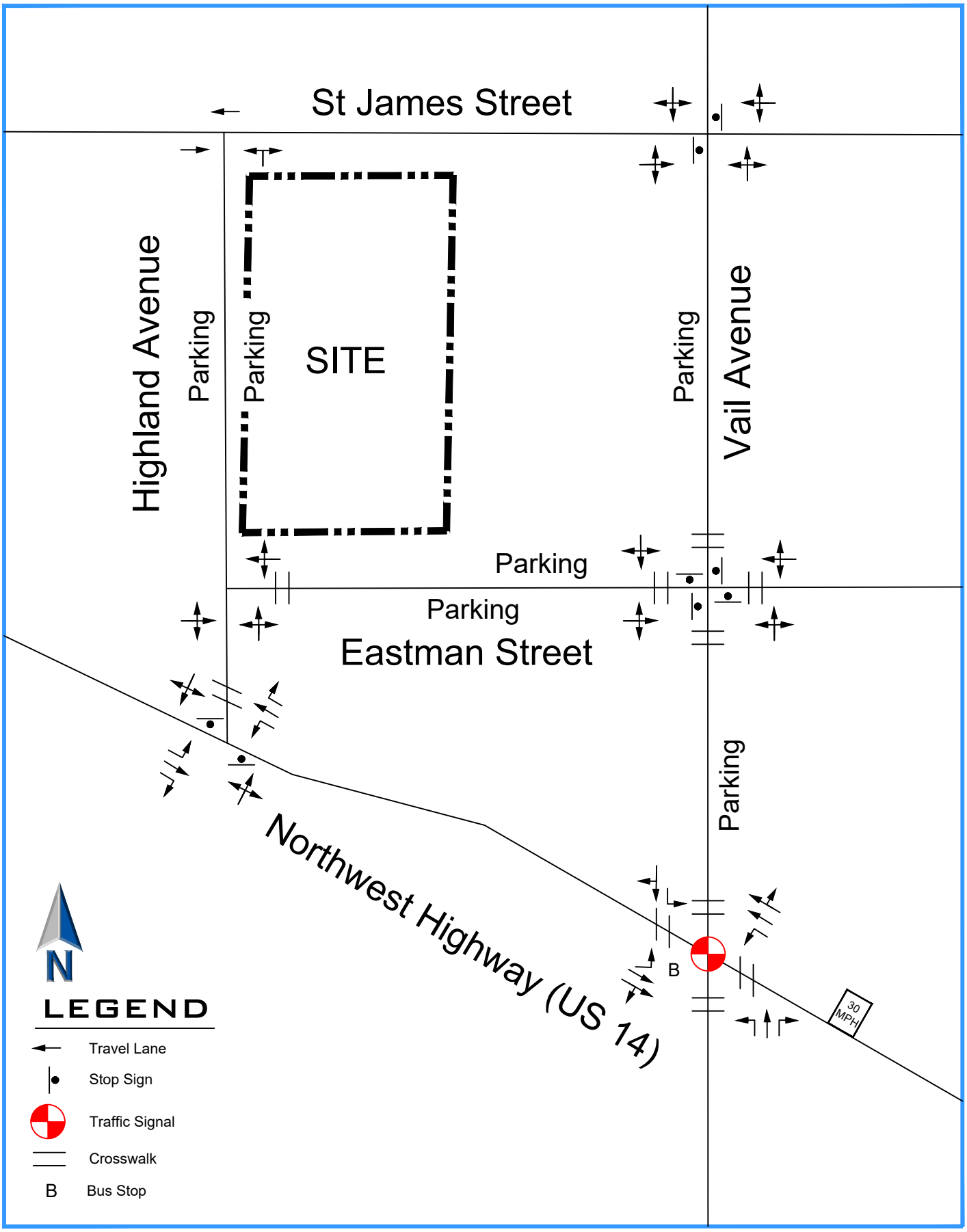
Figures 3 and **4** illustrates the existing vehicular and pedestrian volumes, respectively. Copies of the counts can be found in the **Appendix**.



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Site Location and Area Roadways

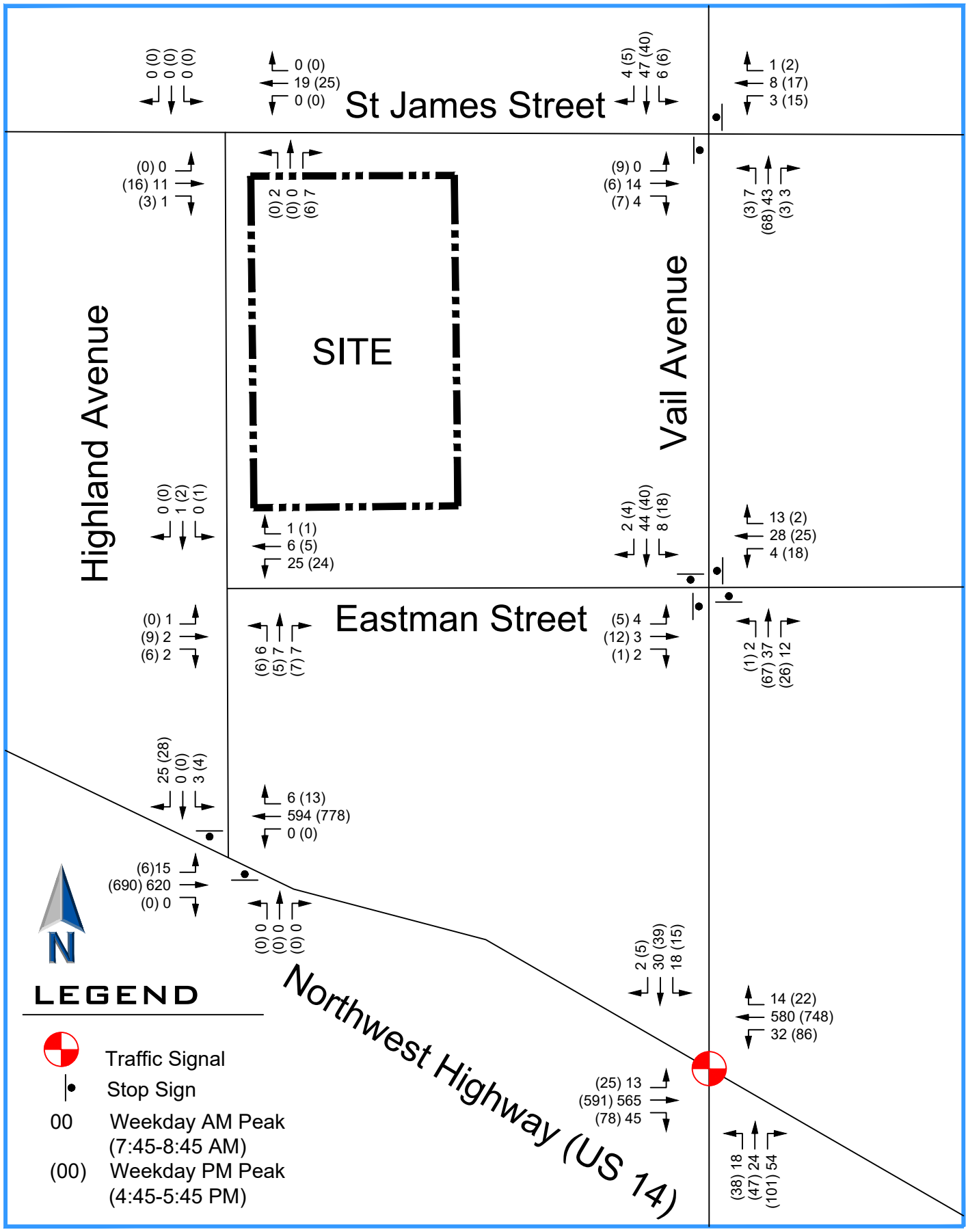
Figure 1



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Existing Geometrics

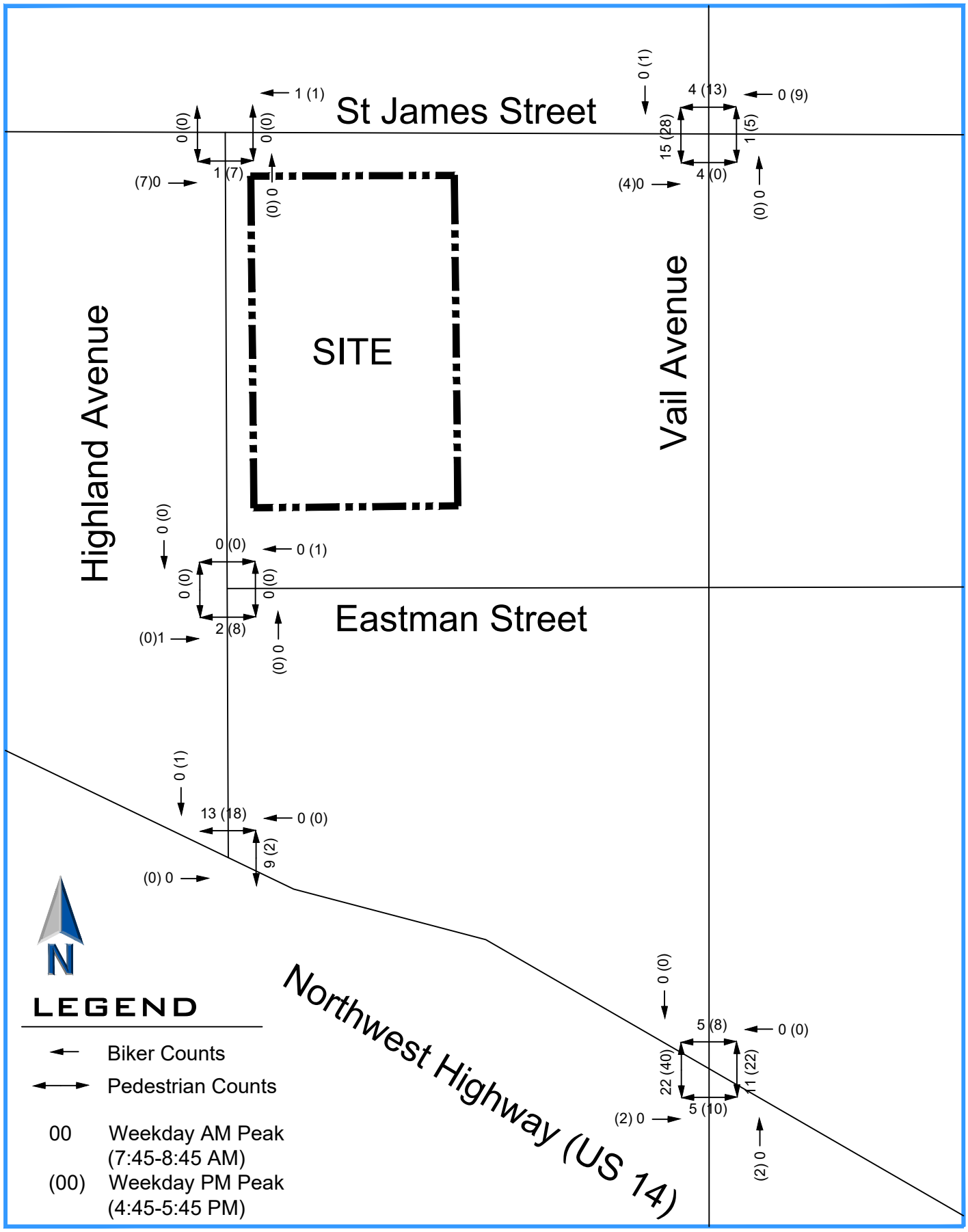
Figure 2



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Year 2022 Peak Hour Volumes

Figure 3



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Year 2022 Pedestrian and Bike Volumes

Figure 4

2 - DEVELOPMENT CHARACTERISTICS

Existing and Proposed Site Use

The project site is currently occupied by two-office buildings totaling 55,500 square feet in size with three driveways on the adjacent streets. The proposed development plan is a multi-story apartment building with 136 units with a restaurant (1,885 square feet.). A parking garage for residents will have an entry drive on Eastman Avenue and an exit only access Highland Avenue (private). On-street surface parking is also provided on the private road.

Site Trip Generation

Vehicle traffic volumes generated by the residential and commercial uses were estimated from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition. **Table 1** summarizes the estimated traffic volumes. **Table 2** illustrates the change in trip generation from the previous office buildings. The overall morning peak-hour volumes drop slightly, and the primary movement becomes outbound for the residential rather than inbound for the offices. In the evening, the volume of traffic increases due to the restaurant by 19 vehicles per hour or just under one vehicle every three minutes.

Table 1
Proposed Site Trip Generation Estimates

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	221	136 units	12	38	**50**	32	21	**53**
Restaurant	931	1,885 sq. ft.	1	1	**2**	12	7	**19**
		Total	**13**	**39**	**52**	**44**	**28**	**72**

Table 2
Site Trip Generation Comparison

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Offices	710	55,500 sq. ft.	57	8	65	9	45	54
Proposed Site Traffic Volumes			13	39	52	44	28	72
		Difference	**-44**	**+31**	**-13**	**+35**	**-17**	**+18**

Directional Distribution

The trip distribution for the development is based on a combination of the existing traffic volumes, the existing road system, traffic congestion, and the proposed site access. The trip distribution for the site is shown on **Table 3** and **Figure 5**.

Table 3
Directional Distribution

Direction	Percentage
North Vail Avenue	10%
East St. James Street	5%
East Eastman Street	10%
East Northwest Highway	35%
South Vail Avenue	5%
West St. James Street	5%
West Northwest Highway	35%
Total	**100%**

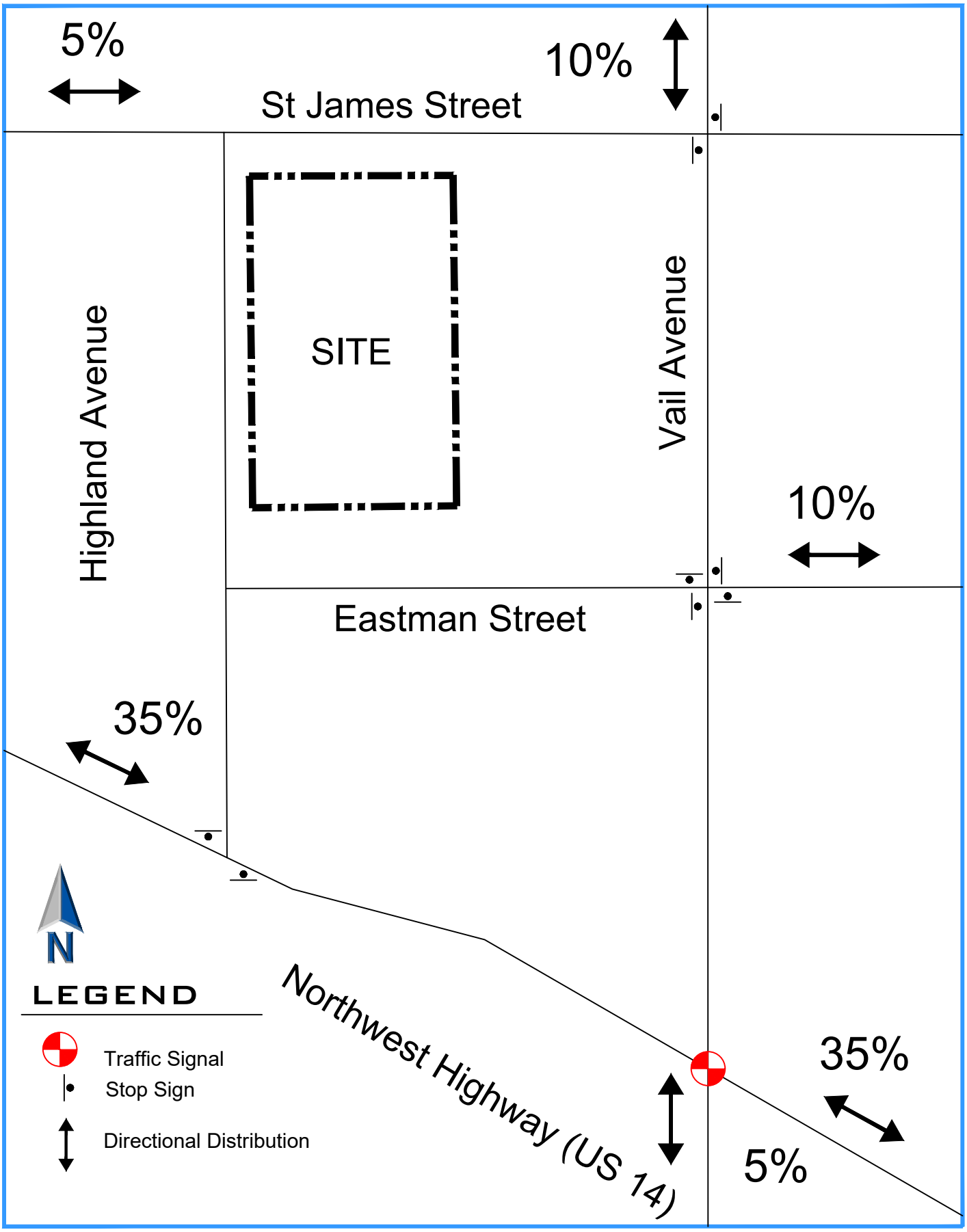
Site Traffic Assignment

Based on trip generation and directional distribution estimates, the site generated traffic was assigned to the proposed garage access drive and area roadways. As part of the plan, Highland Avenue will be widened to handle two-way traffic instead one-way traffic northbound. However, at St. James Street, only emergency vehicles will be permitted to use the access. **Figure 6** shows the resulting traffic assignments.

Total Traffic Volumes

The existing adjusted traffic volumes and annual growth in these volumes were combined to estimate the amount of traffic in the future without the development. The existing traffic volumes were increased by 0.75% per year on Northwest Highway and 0.45% per year on Vail Avenue to account for traffic growth in the area. A five-year period was used (Year 2028). **Figure 7** shows the projected traffic volumes in the study area without the development.

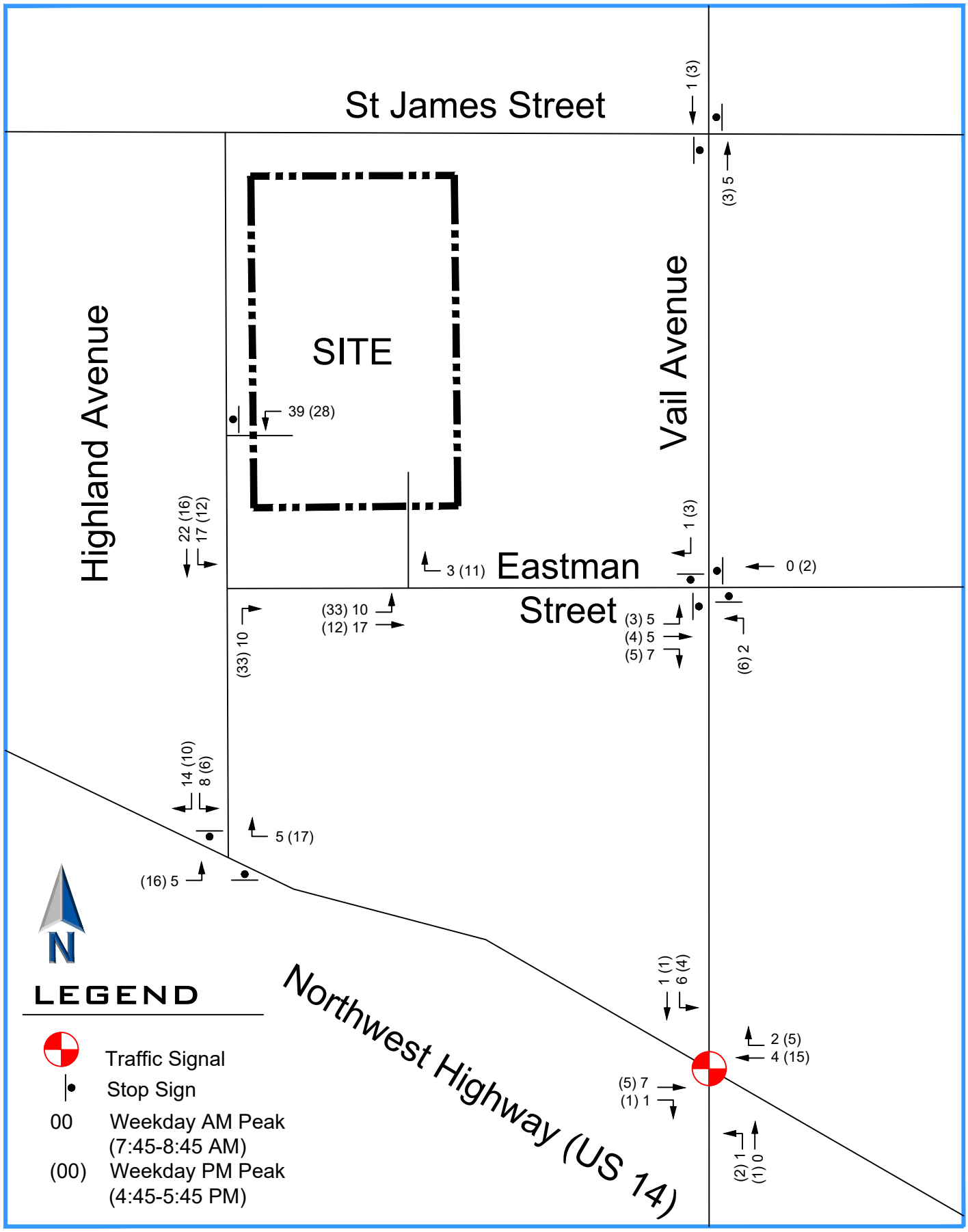
The year 2028 total traffic volumes with the development were calculated by combining the volumes in Figures 6, and 7. The projected traffic volumes are shown in **Figure 8**.



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Directional Distribution

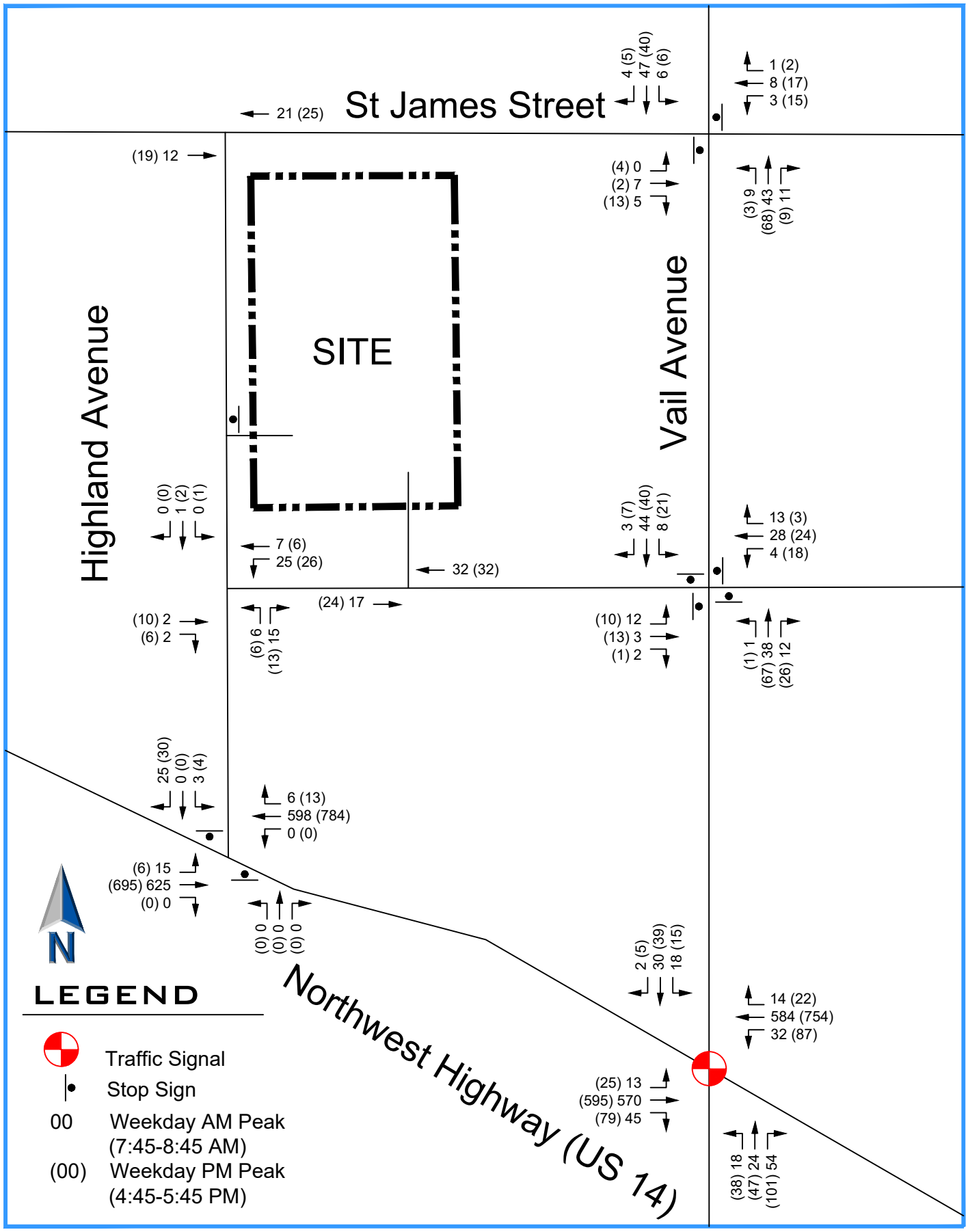
Figure 5



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Site Traffic Assignment

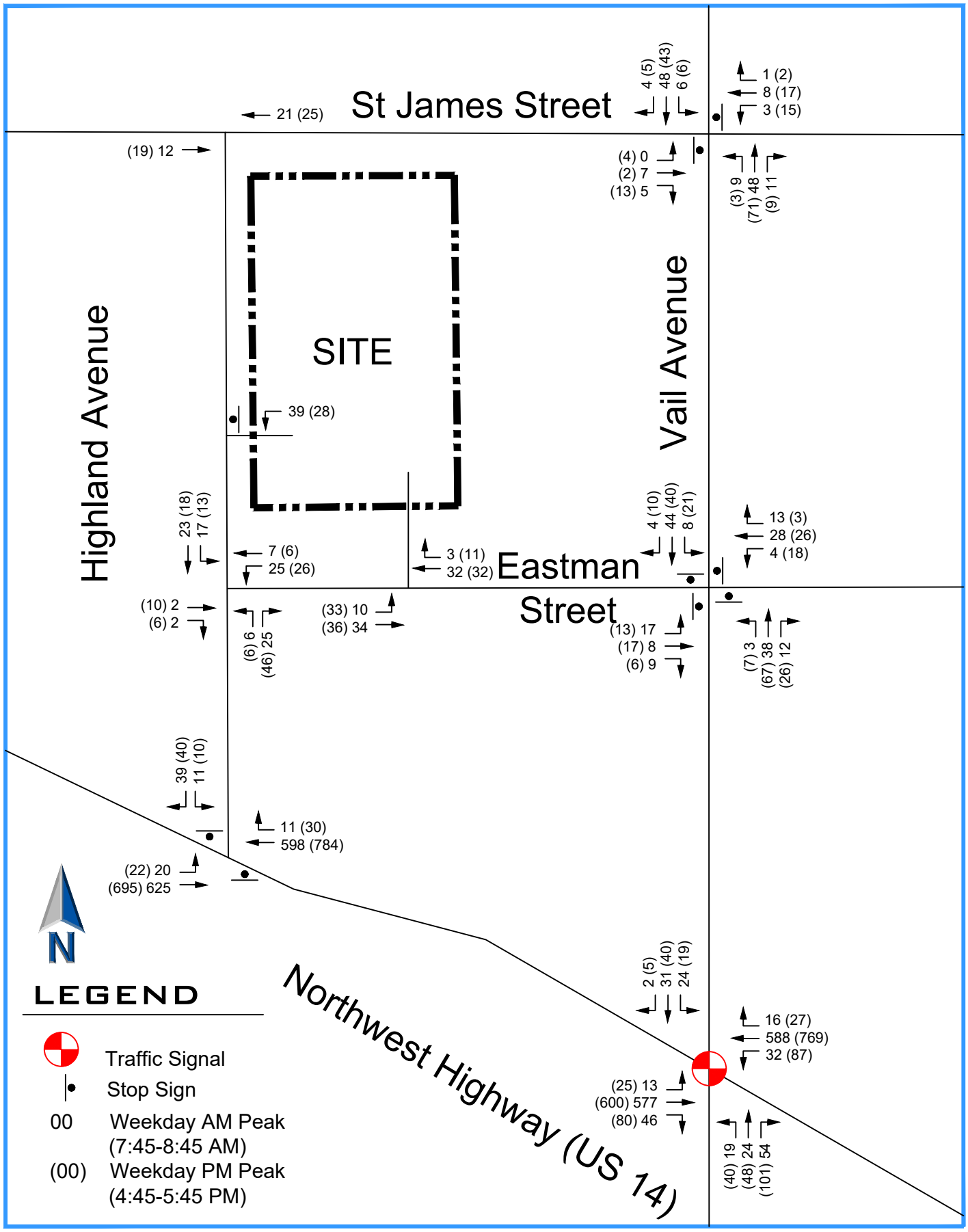
Figure 6



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Year 2028 Base Traffic Volumes

Figure 7



ERIKSSON ENGINEERING ASSOCIATES, LTD.

Year 2028 Total Traffic Volumes

Figure 8

3 – ANALYSES

Intersection Capacity Analyses

To determine the operation of the study area intersections and access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection area using the Highway Capacity Software computer program to determine the existing and future operations of the access system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix**.

Table 4 shows the existing and future level of service and delay results for the signalized and four-way stop intersections in the study area. In general, all these intersections work well now and in the future. **Table 5** shows the existing and future level of service and delay results for the unsignalized intersections in the study area.

Existing Site Access Drives

Two existing drives on St. James Street and on Eastman Street will be removed as part of the new plan and replaced by one inbound drive. They will reduce the conflicts between vehicles and pedestrians walking along the sidewalk. One on-street space will be lost. On Highland Avenue (private) the driveway will be removed and replaced by a single access point into the parking garage.

Highland Avenue and Eastman Street

With the conversion of Highland Avenue to two-way traffic, the north leg of the intersection will have one northbound lane and one southbound lane. There are no stop signs posted at this intersection. To clarify the rights-of-way, stop signs should be installed on the westbound Eastman Street leg and on the eastbound commercial drive. The intersection is currently operating at a good level of service and will continue to operate that way.

Table 5
Intersection Level of Service and Total Delay

Intersection	Morning Peak		Evening Peak	
	2022	2028	2022	2028
Northwest Highway At Vail Avenue	A-8.6	A-8.8	B-14.6	B-11.9
Vail Avenue at Eastman Street	A-7.3	A-7.4	A-7.6	A-7.7

Table 6
Unsignalized Intersection Level of Service and Total Delay

Intersection	Approach	Morning Peak		Evening Peak	
		2022	2028	2022	2028
Vail Avenue At St James Street	EB Approach	A-9.6	A-9.4	A-9.4	A-9.6
	WB Approach	A-9.7	A-9.7	A-9.8	A-9.9
	NB Left	A-7.3	A-7.3	A-7.3	A-7.3
	SB Left	A-7.3	A-7.3	A-7.4	A-7.4
Highland Avenue at St James Street	WB Left	A-7.2		A-7.3	
	NB Approach	A-8.6		A-8.5	
Highland Avenue at Eastman Street	EB Approach	A-8.8	A-9.3	A-9.0	A-9.5
	WB Approach	A-9.1	A-10.0	A-9.1	A-9.7
	NB Left	A-7.2	A-7.3	A-7.2	A-7.3
	SB Left	A-7.3	A-7.3	A-7.2	A-7.4
Northwest Highway and Highland Avenue	EB Left	A-9.3	A-9.3	A-9.7	A-9.9
	SB Approach	B-13.6	C-16.8	B-14.9	C-18.8
Highland Avenue and Site Exit	WB Left		A-9.0		A-8.9
Eastman Street and Site Entrance	EB Left		A-9.2		A-9.4

Northwest Highway and Vail Avenue

The signalized intersection will continue to operate at a good level of service in the future. No additional improvements are required due to the low volume of site generated traffic. Intermittent congestion caused by commuter trains will still occur.

Vail Avenue and Eastman Street

The all-way-stop-controlled intersection is currently operating at a good level of service and will continue to operate that way. No additional improvements are required.

Vail Avenue and St. James Street

St. James Street at Vail Avenue is under stop sign control. The St. James Street approach volumes are low at 33 vph or less which results in minimal delays at the intersection. No improvements are necessary.

Site Access Exit Drive on Highland Avenue (private)

The access drive is proposed to serve as an exit for the parking garage for the development with one outbound lane. The outbound lane will be under stop sign control and restricted to left turns only to the south. It will replace the previous drive serving the office building's surface parking lot. This private section of Highland Avenue will be primarily used by development related traffic, the overall volumes are low and will have a good level of service.

Site Access Entrance Drive on Eastman Street

The access drive is proposed to serve as an entrance for the parking garage for the development with one inbound lane. The intersection will have a good level of service due to the low overall volumes.

Highland Avenue (private) and St. James Street

Highland Avenue (private) is one-way northbound between Eastman Street and St. James Street. During the traffic counts, there were a few vehicles traveling in the southbound direction illegally. Under the proposed development plan, Highland Avenue will not allow southbound traffic from St James Avenue. . After construction, traffic to and from St James Street onto Highland Avenue will be prohibited. Do Not Enter, No Left-turn, and No Right-turn sings will be added.

Highland Avenue and Northwest Highway

The stop-controlled intersection will continue to operate at a good level of service in the future.

4 – PARKING

The parking needs of the project were determined based on the Village Zoning Code, auto ownership census data, national parking sources, and local parking surveys. The project meets the residential zone code requirement of the Village which is one space per studio/1-bedroom apartments and 1.25 spaces for 2-bedroom apartments. In the past, the Village has required higher parking ratios of 1.3 to 1.5 per unit at other apartment projects. As planned, the proposed project has 1.16 bedrooms per unit which is lower that the bedroom counts at these other projects. As a result, a lower parking ratio should be considered.

Proposed Parking Supply

Parking for the development is provided by a combination of surface and garage spaces. The commercial parking consists of 17 parking spaces in the private street (Highland). With the redevelopment of the site from office to residential/restaurant, a separate 19-space parking easement to the west will be terminated. However, the developer will attempt to renegotiate another parking easement to maintain the use of those spaces. For zoning purposes, those nineteen spaces will not be included.

Within the parking garage, 167 parking spaces are provided for the residents including 22 tandem spaces (1.23 spaces per unit).

Existing Surface Parking Usage

EEA inventoried and conducted parking counts at the existing surface parking spaces by the site on Highland Avenue (public and private), Eastman Avenue between Highland and Vail, and on the adjacent easement parking spaces. **Table 7** summarizes the parking demand for a weekday and a Saturday. Overall, the on-street parking spaces are hardly used due to the office buildings being vacant and the four other adjacent users (AT&T, Mobil, Village Bank & Trust, and the Ottilia retail shop) have their own on-site parking lots. Without the easement parking, 18 of the 19 public on-street parking spaces were empty.

Table 7
Existing Surface Parking Usage

Date	Time	Eastman On-street (Highland to Vail)	Highland Public On-street	Highland Private On-Street	On-street Parking Totals	Parking Easement
Inventory		**17**	**2**	**17**	**36**	**19**
Wednesday March 28, 2023	4:00 PM	1	0	0	**1**	4
	4:30 PM	0	0	0	**0**	4
	5:00 PM	0	0	0	**0**	4
	5:30 PM	0	0	0	**0**	2
	6:00 PM	0	0	0	**0**	1
Saturday April 1, 2023	11:30 AM	0	0	0	**0**	2
	Noon	0	0	0	**0**	2
	12:30 PM	0	0	0	**0**	2
	1:00 PM	0	0	0	**0**	1
	8:00 PM	0	0	0	**0**	1

Across St. James Street to the north, Municipal Lot S is available for parking by the public with 176 available spaces. It has a daily fee enforced 5:00 AM to Noon, Monday through Friday. After 12:00 PM and all day on Saturday and Sunday, free unlimited hours of parking are available. No overnight parking is permitted from 2:00 to 5:00 AM without a parking permit. It is heavily used during the weekday by commuters and lightly used on the weekends. At night, it is partially used by Arlington Heights Library patrons. A farmers market takes place on Saturdays on the north half of the lot with parking open on the south half of the lot. It goes from May to October from 8:00 AM to 12:30 PM.

Village Parking Requirements

The parking requirements for the project are based on the Village of Arlington Zoning Code and its parking requirements. The resulting zoning code requirement is 148 spaces (see **Table 8**). The proposed site plan provides 184 parking spaces for the apartments and restaurant which exceeds the required 148 spaces. Please note that 84% of the units are studio or one-bedroom units. For the residential portion of the project, the 142 required residential parking equates to 1.04 spaces per unit or 0.90. spaces per bedroom. No parking variation is necessary for the development.

Table 8
Arlington Heights Zoning Code Requirements

Use	Size	Zoning Code Requirement	Unit %	Required Parking	Provided Parking
Apartment	47 – Studio units	1.0 spaces per 1-bedroom unit	**35%**	**47**	**167**
	67 1-bedroom units		**49%**	**67**	
	22 2-bedroom units	1.25 spaces per 2-bedroom unit	**16%**	**28**	
Restaurant	1,181 square feet public seating area	1 space per 200 square feet of public seating area		**6**	**17**
			Total Spaces	**148**	**184**

Arlington Heights Vehicle Ownership

Residential vehicle ownership data was obtained from the US Census - American Community Survey (2017 to 2023) for rental units within the Village of Arlington Heights. This data set includes all rental units ranging from senior housing, apartments, and rental condominiums to single-family rental homes, so it is conservatively high. **Table 9** summarizes the data and results for the Village as a whole. A more detailed breakdown of this data can be found in the **Appendix**. For the bedroom counts, studio units were considered as one-bedroom units. For all rental units in the village, the average vehicle ownership is 0.76 vehicles per bedroom. Please note that only 44.5% of the units were studio or one-bedroom units which is much lower than the 84% for the project. The proposed building has 158 bedrooms which would need 120 parking spaces based on the 0.76 veh/bedroom ratio. The Census data was also reviewed for the three main census tracts that make up Downtown Arlington Heights (8033, 8034, and 8035). Rental units in the Downtown area have a slightly lower vehicle ownership than Village wide (0.76 vs 0.71 vehicles per unit). The proposed building has 158 bedrooms which would need 111 parking spaces based on the 0.71 veh/bedroom ratio. The proportion of studios/1-bedrooms were higher than the overall Village at 50.9% but still less than the project.

Table 9
Vehicle Ownership at
Rental Units in Arlington Heights

Location	Rental Units	Total Vehicles Available	Vehicles Per Unit	Total Bedrooms	Vehicles Per Bedroom
Downtown	2,052	2,427	1.18	3,426 (1.67 beds/unit)	0.71 veh/bedroom
Village Wide	8,347	11,040	1.32	14,586 (1.74 beds/unit)	0.76 veh/bedroom
Proposed Site	136	167 spaces	1.23	158 (1.16 beds/unit)	1.06 sp/bedroom

National Parking Rates

A review of national survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation*, 5th Edition for the development shows a peak demand of 202 vehicles for the project in **Table 10**. While this is more than the total number of spaces provided, it does not account for the use of public transit and walking adjustments which will reduce the overall parking demand.

The ITE restaurant data was calculated based on square footage and on the number of seats. The preliminary plans for the restaurant show a total of 26 seats which would not support the need for 28 spaces, based on square footage. The parking demand based on seats is 12 spaces.

The Downtown Arlington Heights parking study completed in 2018 included a survey of visitors (not including downtown employees or residents) that indicated that 12% of the visitors do not drive and that, on average, they visit more than one store or restaurant (1.76 stops per trip) further reducing the restaurant demand.

Table 10
National Parking Requirements

Use	Size	Weekday	Saturday
Apartments	33 – Studio units 85 1-bedroom units 18 2-bedroom units	162 1.19 sp/unit 1.05 sp/bedroom	162
Restaurant	1,885 sq. ft.	28	32
	26 seats	12	12
	Total	**184**	**184**

Local Suburban Apartment Rates

Local parking data for similar developments were collected by EEA from the parking study for the Arlington 425 development and from additional locations in the area.

EEA obtained and reviewed the residential parking data provided in Table 6 from the *Arlington 425 Development Traffic and Parking Study* proposed in the southwestern part of Downtown Arlington Heights. That table summarized the parking supply **provided** (not vehicles parked) at 18 apartment developments located near public transit in the suburbs. The parking ratio was calculated on a per unit basis with the average of 1.26 spaces per unit. No information of unit mix and number of bedrooms was provided in the report.

EEA researched the unit mix at each development and recalculated the parking demand on a per bedroom basis. **Table 11** summarizes the results with additional detail in the **Appendix**.

The first two projects in the table were removed because they were originally constructed as condominiums with more parking than an apartment would normally have built. A third project was removed due to the lack of data. The average parking demand dropped from 1.26 to 1.20 space per unit primarily due to the higher condo rates in the original study which is slightly lower than the proposed residential supply of 1.23 spaces per unit. On a per bedroom basis, the average rate is 0.85 spaces per unit. For the proposed 158 bedrooms, the total demand would be 134 spaces.

EEA also collected parking supply and demand data for eight other apartment developments including the number of units, unit mix, spaces provided, and vehicles parked. **Tables 12 and 13** summarizes this information. The results were slightly higher than the data from 425 Arlington report but still show parking demand less that one vehicle per bedroom (0.93) which would predict 147 parked vehicles for the residents.

Table 11
Arlington 425 Parking Data

Project	Location	Total		Spaces Provided	Spaces Per Unit	Spaces per Bedroom
		Units	Bedrooms			
ReNew Five Ninety-Five	Des Plaines	**Removed because they were developed as condominiums and then converted to rentals**				
Kingston Pointe	Des Plaines					
Walker & Parker	Clarendon Hills	42	67	42	1.00	0.63
Forest & Gilbert	Downers Grove	89	120	102	1.15	0.85
Adriatic Cove	Downers Grove	**Data on this project not found**				
Residences at the Grove	Downers Grove	294	423	345	1.17	0.82
100 North Addison	Elmhurst	164	226	199	1.21	0.88
1717 Ridge	Evanston	204	274	205	1.00	0.75
AMLI Evanston	Evanston	214	282	312	1.46	1.11
Central Station	Evanston	80	112	80	1.00	0.71
E2	Evanston	356	483	371	1.04	0.77
Reserve at Evanston	Evanston	195	288	219	1.12	0.76
Midtown Square	Glenview	138	177	160	1.16	0.90
Reserve at Glenview	Glenview	239	387	333	1.39	0.86
Uptown La Grange	La Grange	254	373	336	1.32	0.90
Ninety7Fifty on the Park	Orland Park	295	413	300	1.02	0.73
Wheaton 121	Wheaton	306	394	400	1.31	1.02
Residences of Wilmette	Wilmette	75	119	117	1.56	0.98
	Totals	**2,945**	**4,138 (1.41/unit)**	**3,521**	**1.20**	**0.85**
	Proposed Site	**136**	**158 (1.16/unit)**	**167**	**1.23**	**1.06**

Table 12
Apartment Building Unit Mix and Bedroom Count

Project	Location	Unit Mix						Bedrooms Per Unit
		Studio	1-bed	2-bed	3-bed	Units	Bedrooms	
Hancock Square	Arlington Hts.	30	232	147	0	409	556	1.359
10 North Main	Mount Prospect	14	51	29	3	97	132	1.361
20 West	Mount Prospect	9	41	20	1	71	93	1.310
Maple Street Lofts	Mount Prospect	38	124	30	0	192	222	1.156
One Arlington	Arlington Hts.	51	113	50	0	214	264	1.234
One Wheeling Town Center	Wheeling	11	129	152	9	301	471	1.565
Residences at Payton Place	Arlington Hts.	34	115	87	27	263	404	1.536
Uptown 500	Wheeling	83	102	134	0	319	453	1.420
	Totals	**270**	**907**	**649**	**40**	**1,866**	**2,595**	**1.391**
		14%	**49%**	**35%**	**2%**	**100%**		
Proposed Site		**47**	**67**	**11**	**-**	**136**	**158**	**1.16**

Table 13
Apartment Building Parking Demand

Project	Location	Occupancy Rate	Occupied		Vehicles Parked	Vehicles per	
			Units	Bedrooms		Unit	Bedroom
Hancock Square	Arlington Hts.	96.1%	393	534	483	1.229	0.904
10 North Main	Mount Prospect	96.0%	97	132	129(1)	1.330	0.977
20 West	Mount Prospect	90.1%	64	84	67	1.047	0.800
Maple Street Lofts	Mount Prospect	94.8%	182	210	203	1.115	0.965
One Arlington	Arlington Hts.	97.2%	208	257	272	1.308	1.060
One Wheeling Town Center	Wheeling	90.4%	272	426	361	1.327	0.848
Residences at Payton Place	Arlington Hts.	63.9%	263	404	401(1)	1.525	0.993
Uptown 500	Wheeling	88.7%	283	402	371	1.311	0.923
		Totals	**1,762**	**2,449**	**2,287**	**1.298**	**0.934**
		Proposed Project	**136**	**158**	**167**	**1.23**	**1.06**

(1) Supply data -vehicle usage data not available

Hourly Parking Usage

An analysis of the parking demand for the parking garage (resident only) and the surface parking (residential guests and restaurant customers and staff) though out the weekday and weekend are provided in **Tables 14 and 15**. It is based on the procedures outlined the *Shared Parking Manual* from the Urban Land Institute (ULI). The parking garage peak demand is 158 vehicles within the 167-space parking garage resulting in a surplus of 9 spaces that could be used by guests.

Table 14
Resident Parking Garage Usage
(167 spaces provided)

Period	Weekday Resident	Weekend Resident
6:00 AM	**158.0**	**158.0**
7:00 AM	142.2	142.2
8:00 AM	134.3	134.3
9:00 AM	126.4	126.4
10:00 AM	118.5	118.5
11:00 AM	110.6	110.6
Noon	102.7	102.7
1:00 PM	110.6	110.6
2:00 PM	110.6	110.6
3:00 PM	110.6	110.6
4:00 PM	118.5	118.5
5:00 PM	134.3	134.3
6:00 PM	142.2	142.2
7:00 PM	153.3	153.3
8:00 PM	154.8	154.8
9:00 PM	156.4	156.4
10:00 PM	**158.0**	**158.0**
11:00 PM	**158.0**	**158.0**
Midnight	**158.0**	**158.0**

The on-site surface parking consists of nine parallel spaces along the west side of Highland Avenue (private) and eight perpendicular commercial spaces are located along the east side under the new building for use by the restaurant. **Table 15** shows the projected usage throughout the day. The projected peak demand is 12 vehicles.

Any overflow parking can be accommodated by the 18 available public on-street spaces along Eastman Avenue (16) and Highland Avenue (2). From a practical matter, the location of those spaces relative to the restaurant will result in their use by the restaurant customers in the evening.

Municipal Lot S to the north also has parking spaces available during the evenings during the week and on weekends. After 12:00 PM on weekdays and all day on Saturday and Sunday, free unlimited hours of parking are available at Lot S. The restaurant operating hours will slightly overlap the Farmers Market on Saturdays when overflow parking is not needed.

Table 15
Surface Parking Usage

Period	Restaurant	
	Weekday	Saturday
6:00 AM	1.8	1.0
7:00 AM	3.5	2.3
8:00 AM	4.6	3.5
9:00 AM	5.5	5.0
10:00 AM	6.9	6.3
11:00 AM	8.4	7.1
Noon	10.7	9.3
1:00 PM	10.2	8.8
2:00 PM	7.7	7.3
3:00 PM	5.8	5.8
4:00 PM	6.3	6.0
5:00 PM	9.5	8.0
6:00 PM	10.7	10.0
7:00 PM	**12.0**	**12.0**
8:00 PM	**12.0**	**12.0**
9:00 PM	9.8	7.8
10:00 PM	9.2	7.4
11:00 PM	7.8	6.8
Midnight	3.2	3.9

Parking Recommendation

The residential parking demand for the development was based on the previously mentioned sources on a per unit and per bedroom basis. **Table 16** summarizes the parking source considered and the parking demand based on 136 units. The proposed parking supply exceed the Village Zoning Code requirements by 25 spaces (18%), the census vehicle ownership data, and the surveyed data of similar units. One hundred and sixty-seven residential spaces will more than adequately serve the needs of the residential portion of the development.

It is important to note that parking within the residential portion of the development will not be included as part of the leases for the apartments and an additional monthly fee will be charged to any tenant that desires to park within the development. This will provide economic incentives for tenants to opt out of parking and make better use of alternative travel modes and allow the building management to control the overall number of parked vehicles. The tandem spaces will be managed thru the leasing process and be available for the 15 2-bedroom units and any other unit that may have two persons in that unit.

Table 16
Apartment Parking Summary

Parking Data	Apartment Spaces for 136 units	Spaces per unit	Spaces per Bedroom
Census Data – Village wide	179	**1.32**	0.76
Local Apartment Data	177	**1.30**	0.93
Eastman Proposed Parking Supply	167	**1.23**	1.06
Arlington 425 Data	163	**1.20**	0.85
Institute of Transportation Engineers	162	**1.19**	1.08
Census – Downtown	160	**1.18**	0.71
Zoning Code Requirement	142	**1.04**	0.90

5 - CONCLUSIONS

With the site traffic generated by the project along with other area traffic growth, the traffic analysis developed the following conclusions and recommendations were developed:

1. The proposed development will generate 52 vehicles per hour during the morning peak-hour and 872 trips during the evening peak-hour.
2. Traffic from the former office buildings generated similar volumes in the morning and 18 vph less in the evening.
3. Removal of the two site drives on St. James Street and Eastman Street will reduce the number of vehicular and pedestrian conflict points improving overall safety.
4. The street network can accommodate the additional traffic from the proposed project and future traffic growth.
5. The location of the site and the availability of public transportation, walking and biking will minimize the volume of vehicular traffic generated by the site.
6. The private portion of Highland Avenue will be widened to allow two-way traffic, which is occurring today, and has parallel parking on its west side and perpendicular parking on the east side. Access to St. James will be limited to emergency vehicles.
7. With the conversion of Highland Avenue to two-way traffic stop signs should be installed on westbound Eastman Street and at the eastbound commercial drive.
8. The proposed parking plan exceeds the 148 parking spaces required by code with 184 spaces.
9. The 167-space parking garage will exceed the anticipated demand of 158 vehicles for the residents.
10. Seventeen surface parking spaces will be used by the restaurant customers and staff.

Appendix

- **Existing 2022 Traffic Counts**
- **CMAP Letter**
- **ITE Trip/Parking Calculations**
- **Apartment Parking Data**
- **Intersection Capacity Analyses**
    - **2022 Existing Conditions**
    - **2028 Total Traffic Volumes**

US 14 - Northwest Highway at Vail Avenue

Arlington Heights, IL															
	Vail Avenue Southbound			Northwest Hwy Westbound			Vail Avenue Northbound			Northwest Hwy Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Wednesday June 1, 2022														
7:00 AM	1	1	1	2	69	5	6	5	4	5	84	0	183	998	0.84
7:15 AM	1	2	0	5	112	10	18	4	5	6	85	0	248	1135	0.89
7:30 AM	2	4	0	2	101	9	12	8	10	7	113	3	271	1167	0.91
7:45 AM	0	3	2	2	118	5	14	5	1	12	134	0	296	**1180**	**0.92**
8:00 AM	2	4	0	3	141	6	19	4	8	9	117	7	320	1146	0.90
8:15 AM	0	5	2	5	117	6	8	6	3	4	122	2	280		
8:30 AM	0	1	3	1	126	10	5	4	3	14	116	1	284		
8:45 AM	1	7	1	2	101	9	9	7	1	5	117	2	262		
Total	7	27	9	22	885	60	91	43	35	62	888	15			
7:45-8:45 AM	**2**	**13**	**7**	**11**	**502**	**27**	**46**	**19**	**15**	**39**	**489**	**10**	**1180**		
4:00 PM	0	20	1	9	153	19	14	5	9	19	119	4	372	1557	0.90
4:15 PM	1	5	4	6	147	15	21	11	1	14	149	6	380	1592	0.92
4:30 PM	1	9	5	2	137	16	18	15	7	13	145	6	374	1589	0.92
4:45 PM	3	9	1	3	178	21	23	8	7	21	151	6	431	**1626**	**0.94**
5:00 PM	2	8	9	6	176	10	18	14	9	15	137	3	407	1532	0.93
5:15 PM	0	11	3	3	169	26	16	7	9	13	114	6	377		
5:30 PM	0	7	0	8	155	21	34	14	9	21	134	8	411		
5:45 PM	3	6	1	4	125	16	18	14	4	19	118	9	337		
Total	10	75	24	41	1240	144	162	88	55	135	1067	48			
4:45-5:45 PM	**5**	**35**	**13**	**20**	**678**	**78**	**91**	**43**	**34**	**70**	**536**	**23**	**1626**		

ERIKSSON ENGINEERING ASSOCIATES, LTD.

Highland Avenue at St James Street

Arlington Heights, IL															
	Highland Avenue Southbound			St James Street Westbound			Highland Avenue Northbound			St James Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Thursday June 2, 2022														
7:00 AM	0	0	0	0	2	0	0	0	0	0	3	0	5	18	0.64
7:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3	14	0.50
7:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3	14	0.50
7:45 AM	0	0	0	0	2	0	0	0	0	0	5	0	7	**13**	**0.46**
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	12	0.50
8:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3		
8:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2		
8:45 AM	0	0	0	0	1	0	2	0	0	0	3	0	6		
Total	0	0	0	0	8	0	3	0	0	0	19	0			
7:45-8:45 AM	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**9**	**0**	**13**		
4:00 PM	0	0	0	0	6	0	1	0	0	0	1	0	8	39	0.89
4:15 PM	0	0	0	0	3	0	3	0	0	0	3	0	9	34	0.77
4:30 PM	0	0	0	0	4	0	3	0	0	1	3	0	11	34	0.77
4:45 PM	0	0	0	0	6	0	2	0	0	0	3	0	11	**31**	**0.70**
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	3	24	0.67
5:15 PM	0	0	0	0	6	0	0	0	0	0	3	0	9		
5:30 PM	0	0	0	0	5	0	0	0	0	1	2	0	8		
5:45 PM	0	0	0	0	1	0	1	0	0	0	2	0	4		
Total	0	0	0	0	31	0	13	0	0	2	17	0			
4:45-5:45 PM	**0**	**0**	**0**	**0**	**17**	**0**	**5**	**0**	**0**	**1**	**8**	**0**	**31**		

Vail Avenue at Eastman Street

Arlington Heights, IL																
	Vail Avenue Southbound			Eastman Street Westbound			Vail Avenue Northbound			Eastman Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Thursday June 2, 2022														
7:00 AM	0	2	0	0	3	3	1	1	0	0	0	0	10	87	0.73
7:15 AM	0	5	0	1	4	1	2	6	0	0	3	0	22	110	0.83
7:30 AM	0	3	0	1	7	2	5	8	0	1	2	1	30	119	0.90
7:45 AM	0	7	1	0	9	0	1	5	1	0	1	0	25	**114**	**0.86**
8:00 AM	1	8	3	3	2	1	3	7	1	1	2	1	33	131	0.78
8:15 AM	1	6	1	1	3	2	1	13	0	1	0	2	31		
8:30 AM	0	8	2	0	3	0	5	7	0	0	0	0	25		
8:45 AM	0	9	3	2	2	6	4	14	0	0	2	0	42		
Total	2	48	10	8	33	15	22	61	2	3	10	4			
7:45-8:45 AM	**2**	**29**	**7**	**4**	**17**	**3**	**10**	**32**	**2**	**2**	**3**	**3**	**114**		
4:00 PM	2	8	1	1	9	8	6	10	0	1	5	0	51	168	0.74
4:15 PM	0	9	2	0	3	2	1	12	0	2	1	0	32	155	0.68
4:30 PM	1	12	4	0	4	2	4	23	1	2	3	1	57	166	0.73
4:45 PM	3	1	1	1	6	3	5	7	0	0	1	0	28	**154**	**0.86**
5:00 PM	1	8	2	0	7	2	3	10	1	1	2	1	38	164	0.91
5:15 PM	0	15	8	1	1	4	4	9	0	0	0	1	43		
5:30 PM	0	5	1	0	9	5	5	19	0	0	1	0	45		
5:45 PM	2	9	3	1	4	4	3	11	0	0	1	0	38		
Total	9	67	22	4	43	30	31	101	2	6	14	3			
4:45-5:45 PM	**4**	**29**	**12**	**2**	**23**	**14**	**17**	**45**	**1**	**1**	**4**	**2**	**154**		

Vail Avenue at St James Street

Arlington Heights, IL																
	Vail Avenue Southbound			St James Street Westbound			Vail Avenue Northbound			St James Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Tuesday May 31, 2022														
7:00 AM	2	3	0	0	0	0	0	5	0	0	1	0	11	74	0.71
7:15 AM	0	6	1	1	2	0	2	8	1	1	0	1	23	85	0.82
7:30 AM	0	3	0	0	1	0	0	9	0	0	1	0	14	89	0.82
7:45 AM	2	8	2	0	2	1	1	7	0	1	2	0	26	**104**	**0.90**
8:00 AM	0	5	1	0	2	0	0	9	3	0	2	0	22	95	0.82
8:15 AM	1	9	1	0	2	2	1	8	1	0	2	0	27		
8:30 AM	1	6	1	1	0	0	1	13	2	3	1	0	29		
8:45 AM	0	6	1	0	0	0	1	9	0	0	0	0	17		
Total	6	46	7	2	9	3	6	68	7	5	9	1			
7:45-8:45 AM	**4**	**28**	**5**	**1**	**6**	**3**	**3**	**37**	**6**	**4**	**7**	**0**	**104**		
4:00 PM	1	14	0	2	2	4	1	15	2	0	1	1	43	148	0.86
4:15 PM	0	11	1	2	5	6	0	9	0	0	1	2	37	143	0.92
4:30 PM	1	9	2	3	4	1	2	11	0	2	1	3	39	147	0.90
4:45 PM	1	6	2	0	3	4	1	10	0	1	0	1	29	**149**	**0.91**
5:00 PM	0	12	1	0	3	3	0	10	2	3	1	3	38	151	0.92
5:15 PM	1	12	2	1	4	5	1	8	0	3	2	2	41		
5:30 PM	3	6	1	1	5	1	1	18	1	0	2	2	41		
5:45 PM	1	15	1	1	1	0	0	11	0	1	0	0	31		
Total	8	85	10	10	27	24	6	92	5	10	8	14			
4:45-5:45 PM	**5**	**36**	**6**	**2**	**15**	**13**	**3**	**46**	**3**	**7**	**5**	**8**	**149**		

Highland Avenue at Eastman Street

Arlington Heights, IL																
	Highland Avenue Southbound			Eastman Street Westbound			Highland Avenue Northbound			Eastman Street Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Wednesday June 1, 2022														
7:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	3	27	0.68
7:15 AM	0	1	0	0	0	3	1	0	0	0	0	0	5	30	0.75
7:30 AM	0	0	0	0	0	6	2	1	0	0	0	0	9	46	0.55
7:45 AM	0	0	0	0	0	8	2	0	0	0	0	0	10	**48**	**0.57**
8:00 AM	0	0	0	1	1	2	2	0	0	0	0	0	6	48	0.57
8:15 AM	0	0	0	0	3	8	1	4	3	1	1	0	21		
8:30 AM	0	1	0	0	1	4	0	1	1	1	1	1	11		
8:45 AM	0	0	0	1	2	3	0	3	1	0	0	0	10		
Total	0	2	0	2	7	36	9	9	5	2	2	1			
7:45-8:45 AM	**0**	**1**	**0**	**1**	**5**	**22**	**5**	**5**	**4**	**2**	**2**	**1**	**48**		
4:00 PM	0	0	0	1	1	6	0	2	2	1	1	0	14	65	0.81
4:15 PM	0	2	0	1	1	5	0	1	3	2	3	1	19	70	0.88
4:30 PM	0	1	0	0	0	9	1	0	0	0	1	0	12	63	0.79
4:45 PM	0	1	0	0	0	6	2	2	1	3	5	0	20	**57**	**0.71**
5:00 PM	0	1	0	0	2	8	1	1	2	2	2	0	19	49	0.64
5:15 PM	0	0	1	0	1	4	1	1	1	1	2	0	12		
5:30 PM	0	0	0	1	0	0	2	1	2	0	0	0	6		
5:45 PM	0	0	0	2	0	3	1	5	0	0	1	0	12		
Total	0	5	1	5	5	41	8	13	11	9	15	1			
4:45-5:45 PM	**0**	**2**	**1**	**1**	**3**	**18**	**6**	**5**	**6**	**6**	**9**	**0**	**57**		

US 14 - Northwest Highway at Highland Avenue

Arlington Heights, IL															
	Highland Avenue Southbound			Northwest Hwy Westbound			Highland Avenue Northbound			Northwest Hwy Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Wednesday June 1, 2022														
7:00 AM	2	0	0	0	57	0	0	0	0	0	85	1	145	769	0.81
7:15 AM	11	0	1	0	73	0	0	0	0	0	91	0	176	897	0.82
7:30 AM	4	0	0	0	120	0	0	0	0	0	111	1	236	1027	0.84
7:45 AM	2	0	0	0	113	0	0	0	0	0	93	4	212	**1013**	**0.83**
8:00 AM	9	0	1	0	138	0	0	0	0	0	123	2	273	1047	0.86
8:15 AM	3	0	1	2	143	0	0	0	0	0	153	4	306		
8:30 AM	7	0	1	3	94	0	0	0	0	0	115	2	222		
8:45 AM	2	0	0	1	100	0	0	0	0	0	140	3	246		
Total	40	0	4	6	838	0	0	0	0	0	911	17			
7:45-8:45 AM	**21**	**0**	**3**	**5**	**488**	**0**	**0**	**0**	**0**	**0**	**484**	**12**	**1013**		
4:00 PM	5	0	1	0	182	0	0	0	0	0	149	0	337	1265	0.94
4:15 PM	0	0	0	2	146	0	0	0	0	0	142	0	290	1265	0.94
4:30 PM	7	0	2	0	163	0	0	0	0	0	160	0	332	1318	0.96
4:45 PM	6	0	0	1	151	0	0	0	0	0	148	0	306	**1268**	**0.92**
5:00 PM	10	0	2	3	157	0	0	0	0	0	162	3	337	1269	0.92
5:15 PM	6	0	0	1	177	0	0	0	0	0	158	1	343		
5:30 PM	4	0	2	4	143	0	0	0	0	0	129	0	282		
5:45 PM	1	0	3	2	142	0	0	0	0	0	157	2	307		
Total	39	0	10	13	1261	0	0	0	0	0	1205	6			
4:45-5:45 PM	**26**	**0**	**4**	**9**	**628**	**0**	**0**	**0**	**0**	**0**	**597**	**4**	**1268**		

City: Arlington Heights
Count Location: Highland Ave. and Eastman St. / Parking Lot
Study Date: – June 1st, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	South Approach	Total Bikers
7:00-7:15 a.m.	0	1	0	0	1
7:15-7:30 a.m.	0	0	0	0	0
7:30-7:45 a.m.	0	0	0	0	0
7:45-8:00 a.m.	0	0	0	0	0
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	1	0	0	1
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	1	0	0	0	1
Morning Totals	**1**	**2**	**0**	**0**	**3**
4:00-4:15 p.m.	0	0	0	0	0
4:15-4:30 p.m.	0	0	0	0	0
4:30-4:45 p.m.	0	0	0	0	0
4:45-5:00 p.m.	1	0	0	0	1
5:00-5:15 p.m.	0	0	0	0	0
5:15-5:30 p.m.	0	0	0	0	0
5:30-5:45 p.m.	0	0	0	0	0
5:45-6:00 p.m.	0	0	0	0	0
Afternoon Totals	**1**	**0**	**0**	**0**	**1**

City: Arlington Heights
Count Location: Highland Ave. and Eastman St. / Parking Lot
Study Date: – June 1st, 2022 (Pedestrian Crosswalk Counts)

Time	East Crosswalk	West Crosswalk	North Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	0	0	0	0	3
7:15-7:30 a.m.	0	0	0	0	14
7:30-7:45 a.m.	0	0	0	0	8
7:45-8:00 a.m.	0	0	0	1	8
8:00-8:15 a.m.	0	0	0	0	6
8:15-8:30 a.m.	0	0	0	1	4
8:30-8:45 a.m.	0	0	0	0	2
8:45-9:00 a.m.	0	0	0	1	3
Morning Totals	**0**	**0**	**0**	**3**	**3**
4:00-4:15 p.m.	0	0	0	1	1
4:15-4:30 p.m.	1	0	0	1	2
4:30-4:45 p.m.	1	0	0	1	2
4:45-5:00 p.m.	0	0	0	0	0
5:00-5:15 p.m.	0	0	0	1	1
5:15-5:30 p.m.	0	0	0	4	4
5:30-5:45 p.m.	0	0	0	3	3
5:45-6:00 p.m.	1	0	0	0	1
Afternoon Totals	**3**	**0**	**0**	**11**	**14**

City: Arlington Heights
Count Location: Highland Ave. and Northwest Highway
Study Date: – June 7th, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	Total Bikers
7:00-7:15 a.m.	0	3	0	3
7:15-7:30 a.m.	0	0	0	0
7:30-7:45 a.m.	0	0	0	0
7:45-8:00 a.m.	0	0	0	0
8:00-8:15 a.m.	0	0	0	0
8:15-8:30 a.m.	0	0	0	0
8:30-8:45 a.m.	0	0	0	0
8:45-9:00 a.m.	0	0	0	0
Morning Totals	**0**	**3**	**0**	**3**
4:00-4:15 p.m.	0	0	0	0
4:15-4:30 p.m.	0	0	0	0
4:30-4:45 p.m.	0	0	0	0
4:45-5:00 p.m.	0	0	0	0
5:00-5:15 p.m.	0	0	1	1
5:15-5:30 p.m.	0	0	0	0
5:30-5:45 p.m.	0	0	0	0
5:45-6:00 p.m.	0	0	0	0
Afternoon Totals	**0**	**0**	**1**	**1**

City: Arlington Heights
Count Location: Highland Ave. and Northwest Highway
Study Date: – June 7th, 2022 (Pedestrian Crosswalk Counts)

Time	Across NW Highway	Across Highland	Total Pedestrians
7:00-7:15 a.m.	0	0	0
7:15-7:30 a.m.	0	0	0
7:30-7:45 a.m.	0	0	0
7:45-8:00 a.m.	2	3	5
8:00-8:15 a.m.	2	3	5
8:15-8:30 a.m.	1	2	3
8:30-8:45 a.m.	4	5	9
8:45-9:00 a.m.	0	0	0
Morning Totals	**9**	**13**	**22**
4:00-4:15 p.m.	1	3	4
4:15-4:30 p.m.	0	0	0
4:30-4:45 p.m.	0	5	5
4:45-5:00 p.m.	0	5	5
5:00-5:15 p.m.	1	4	5
5:15-5:30 p.m.	1	3	4
5:30-5:45 p.m.	0	6	6
5:45-6:00 p.m.	0	4	4
Afternoon Totals	**3**	**30**	**33**

City: Arlington Heights
Count Location: Highland Ave. and St. James St.
Study Date: – June 2nd, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	South Approach	Total Bikers
7:00-7:15 a.m.	0	0	0	0
7:15-7:30 a.m.	0	0	0	0
7:30-7:45 a.m.	0	1	0	1
7:45-8:00 a.m.	0	0	0	0
8:00-8:15 a.m.	1	0	0	1
8:15-8:30 a.m.	0	0	0	0
8:30-8:45 a.m.	0	0	0	0
8:45-9:00 a.m.	0	0	0	0
Morning Totals	**1**	**1**	**0**	**2**
4:00-4:15 p.m.	3	0	0	3
4:15-4:30 p.m.	0	0	0	0
4:30-4:45 p.m.	0	0	0	0
4:45-5:00 p.m.	0	0	0	0
5:00-5:15 p.m.	0	6	0	6
5:15-5:30 p.m.	0	1	0	1
5:30-5:45 p.m.	1	0	0	1
5:45-6:00 p.m.	0	0	0	0
Afternoon Totals	**4**	**7**	**0**	**11**

City: Arlington Heights
Count Location: Highland Ave. and St. James St.
Study Date: – June 2nd, 2022 (Pedestrian Counts)

Time	East Crosswalk	West Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	0	0	0	0
7:15-7:30 a.m.	0	0	2	2
7:30-7:45 a.m.	0	0	0	0
7:45-8:00 a.m.	0	0	0	0
8:00-8:15 a.m.	0	0	0	0
8:15-8:30 a.m.	0	0	0	0
8:30-8:45 a.m.	0	0	1	1
8:45-9:00 a.m.	0	0	0	0
Morning Totals	**0**	**0**	**3**	**3**
4:00-4:15 p.m.	0	0	0	0
4:15-4:30 p.m.	0	0	0	0
4:30-4:45 p.m.	0	1	0	1
4:45-5:00 p.m.	0	0	4	4
5:00-5:15 p.m.	0	0	2	2
5:15-5:30 p.m.	0	0	0	0
5:30-5:45 p.m.	0	0	1	1
5:45-6:00 p.m.	0	0	0	0
Afternoon Totals	**0**	**1**	**7**	**8**

City: Arlington Heights
Count Location: Vail Ave. and Northwest Highway
Study Date: – June 1st, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	South Approach	Total Bikers
7:00-7:15 a.m.	1	0	0	0	1
7:15-7:30 a.m.	0	0	0	0	0
7:30-7:45 a.m.	0	0	0	0	0
7:45-8:00 a.m.	0	0	0	0	0
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	0	0	0	0
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	0	0	0	0	1
Morning Totals	**1**	**0**	**0**	**0**	**1**
4:00-4:15 p.m.	0	0	1	0	1
4:15-4:30 p.m.	0	0	0	0	0
4:30-4:45 p.m.	1	0	0	0	1
4:45-5:00 p.m.	0	0	0	0	0
5:00-5:15 p.m.	0	0	0	0	0
5:15-5:30 p.m.	0	0	0	1	1
5:30-5:45 p.m.	0	2	0	1	3
5:45-6:00 p.m.	0	0	1	0	1
Afternoon Totals	**1**	**2**	**2**	**2**	**7**

City: Arlington Heights
Count Location: Vail Ave. and Northwest Highway
Study Date: – June 1st, 2022 (Pedestrian Crosswalk Counts)

Time	East Crosswalk	West Crosswalk	North Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	1	8	0	1	10
7:15-7:30 a.m.	8	11	4	1	24
7:30-7:45 a.m.	3	4	2	0	9
7:45-8:00 a.m.	3	2	2	0	7
8:00-8:15 a.m.	3	11	2	0	16
8:15-8:30 a.m.	0	5	0	3	8
8:30-8:45 a.m.	5	4	1	2	12
8:45-9:00 a.m.	0	1	1	0	2
Morning Totals	**23**	**46**	**12**	**7**	**88**
4:00-4:15 p.m.	2	0	2	4	8
4:15-4:30 p.m.	3	15	0	1	19
4:30-4:45 p.m.	1	8	0	0	9
4:45-5:00 p.m.	5	5	0	1	11
5:00-5:15 p.m.	5	5	1	2	13
5:15-5:30 p.m.	9	10	4	4	27
5:30-5:45 p.m.	3	20	3	3	29
5:45-6:00 p.m.	7	15	3	1	26
Afternoon Totals	**35**	**78**	**13**	**16**	**142**

City: Arlington Heights
Count Location: Vail Ave. and St. James St.
Study Date: – May 31st, 2022 (On-Street Biker Counts)

Time	East Approach	West Approach	North Approach	South Approach	Total Bikers
7:00-7:15 a.m.	1	0	0	0	1
7:15-7:30 a.m.	0	0	0	0	0
7:30-7:45 a.m.	0	0	0	0	0
7:45-8:00 a.m.	0	0	0	0	0
8:00-8:15 a.m.	0	0	0	0	0
8:15-8:30 a.m.	0	0	0	0	0
8:30-8:45 a.m.	0	0	0	0	0
8:45-9:00 a.m.	0	0	0	1	1
Morning Totals	**1**	**0**	**0**	**1**	**2**
4:00-4:15 p.m.	0	0	0	0	0
4:15-4:30 p.m.	2	0	0	0	2
4:30-4:45 p.m.	0	0	0	0	0
4:45-5:00 p.m.	0	1	0	0	1
5:00-5:15 p.m.	1	0	0	0	1
5:15-5:30 p.m.	2	1	1	0	4
5:30-5:45 p.m.	6	2	0	0	8
5:45-6:00 p.m.	0	0	0	2	2
Afternoon Totals	**11**	**4**	**1**	**2**	**18**

City: Arlington Heights
Count Location: Vail Ave. and St. James St.
Study Date: – May 31st, 2022 (Pedestrian Crosswalk Counts)

Time	East Crosswalk	West Crosswalk	North Crosswalk	South Crosswalk	Total Pedestrians
7:00-7:15 a.m.	0	3	0	3	6
7:15-7:30 a.m.	4	9	2	2	17
7:30-7:45 a.m.	2	6	1	0	9
7:45-8:00 a.m.	0	5	1	2	8
8:00-8:15 a.m.	0	6	2	0	8
8:15-8:30 a.m.	0	1	0	1	2
8:30-8:45 a.m.	1	3	1	1	6
8:45-9:00 a.m.	0	0	0	0	0
Morning Totals	**7**	**33**	**7**	**9**	**56**
4:00-4:15 p.m.	0	3	2	0	5
4:15-4:30 p.m.	1	0	1	0	2
4:30-4:45 p.m.	4	6	0	0	10
4:45-5:00 p.m.	3	7	4	0	14
5:00-5:15 p.m.	0	2	2	0	4
5:15-5:30 p.m.	1	10	0	0	11
5:30-5:45 p.m.	1	9	7	0	17
5:45-6:00 p.m.	2	6	0	1	9
Afternoon Totals	**12**	**43**	**16**	**1**	**72**

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

May 5, 2022

Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering
Eriksson Engineering Associates, Ltd.
145 Commerce Drive
Suite A
Grayslake, IL 60030

Subject: ***Northwest Highway @ Vail Avenue***
IDOT

Dear Mr. Corcoran:

In response to a request made on your behalf and dated May 5, 2022, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
NW Highway, @ Vail Avenue	15,800	19,700
Vail Avenue, @ NW Highway	700	800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2022_ForecastTraffic\ArlingtonHeights\ck-58-22\ck-58-22.docx

TRAFFIC FORECAST RECORD

Record Number: ck-58-22
Type of Report: Projection
Year Sought: 2050
Analyst: JAR
Organization requesting forecast: Eriksson Engineering Associates
Contact: Stephen B. Corcoran, P.E. , PTOE
Email or Phone scorcoran@eea-ltd.com
Sponsor: IDOT
Date request was received: May 5, 2022
Date that response was emailed: May 5, 2022
Facility Location: Northwest Highway @ Vail Avenue
Municipality: Arlington Heights

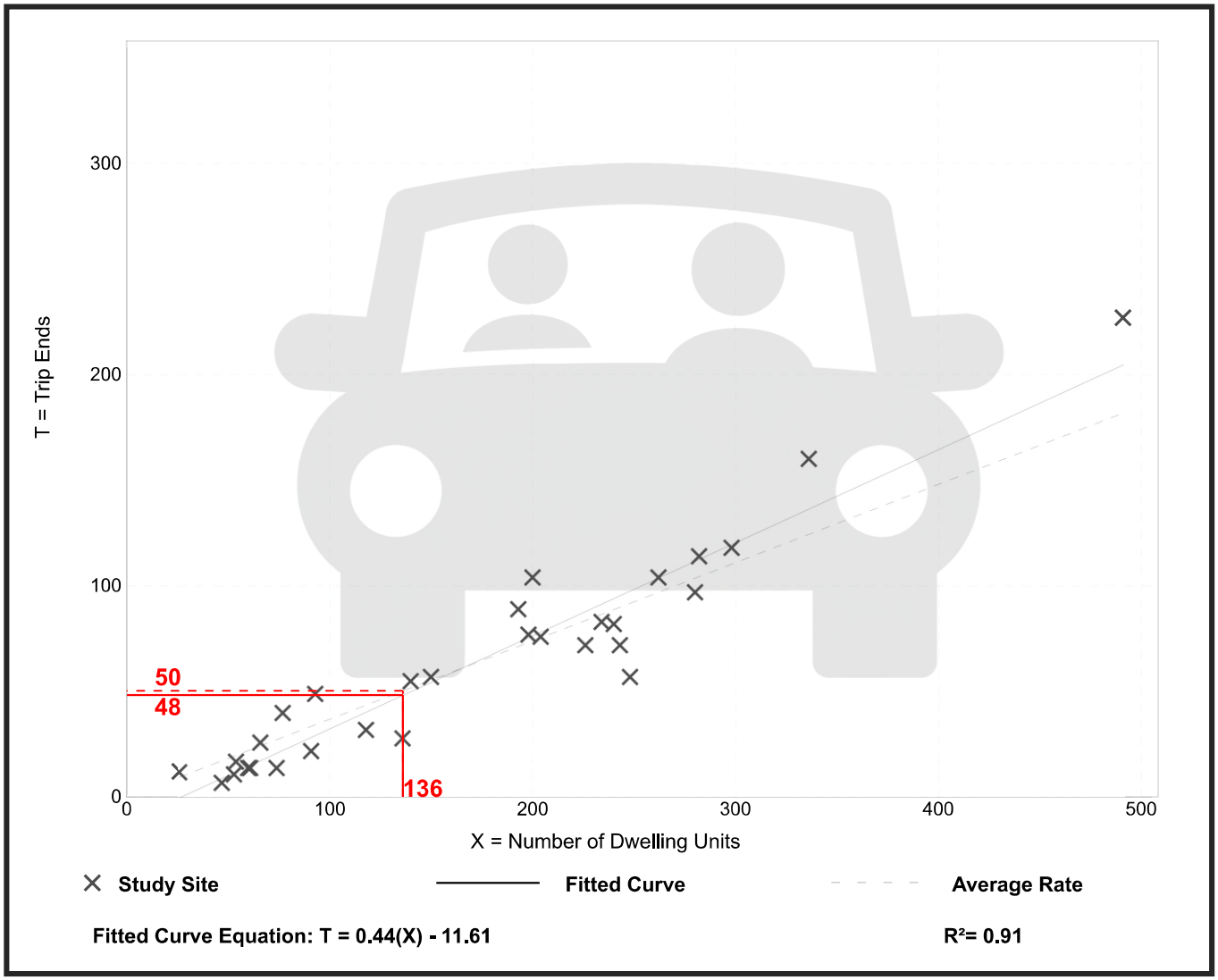
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	30
Avg. Num. of Dwelling Units:	173
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



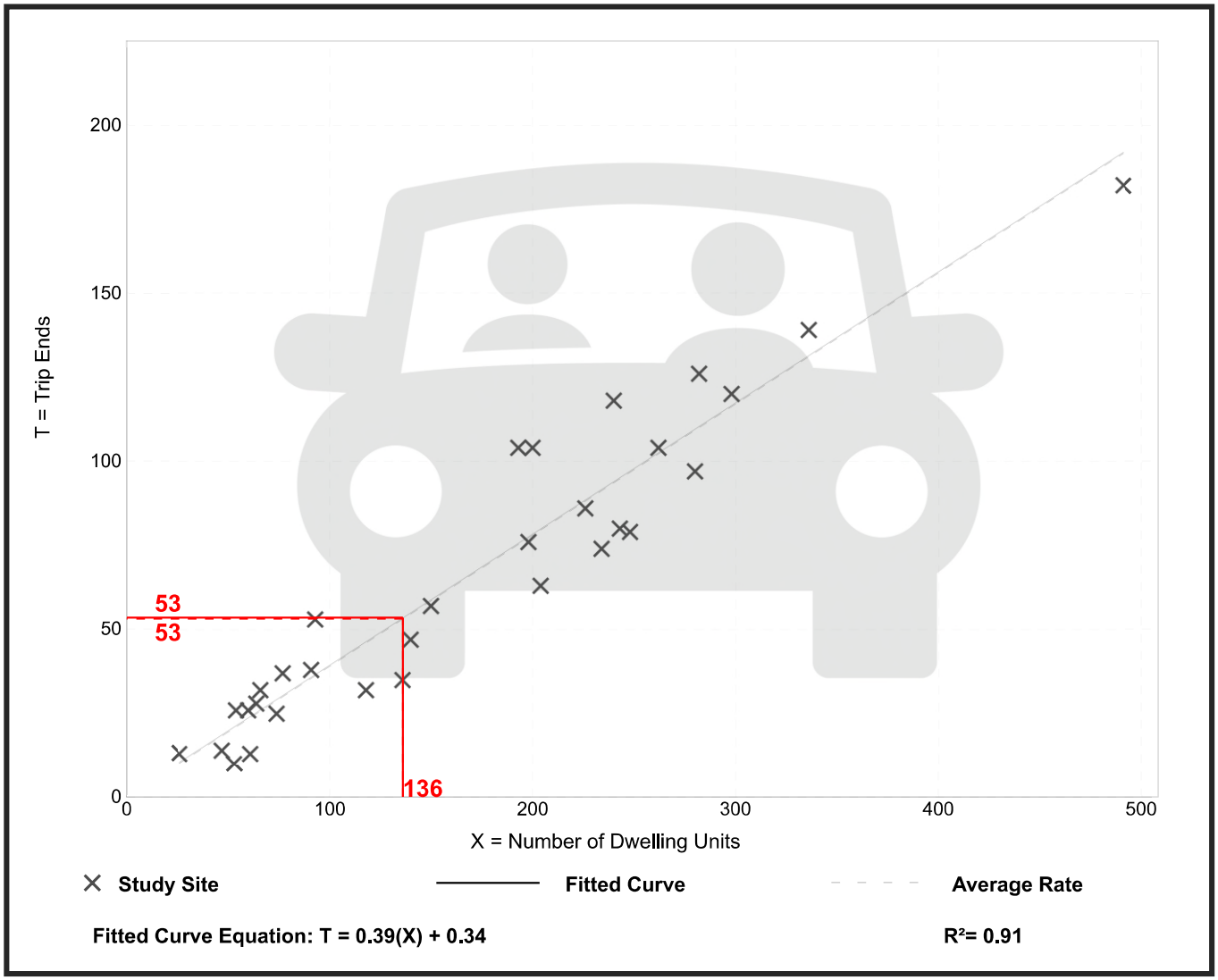
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
Avg. Num. of Dwelling Units:	169
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.39(X) + 0.34

R^2= 0.91

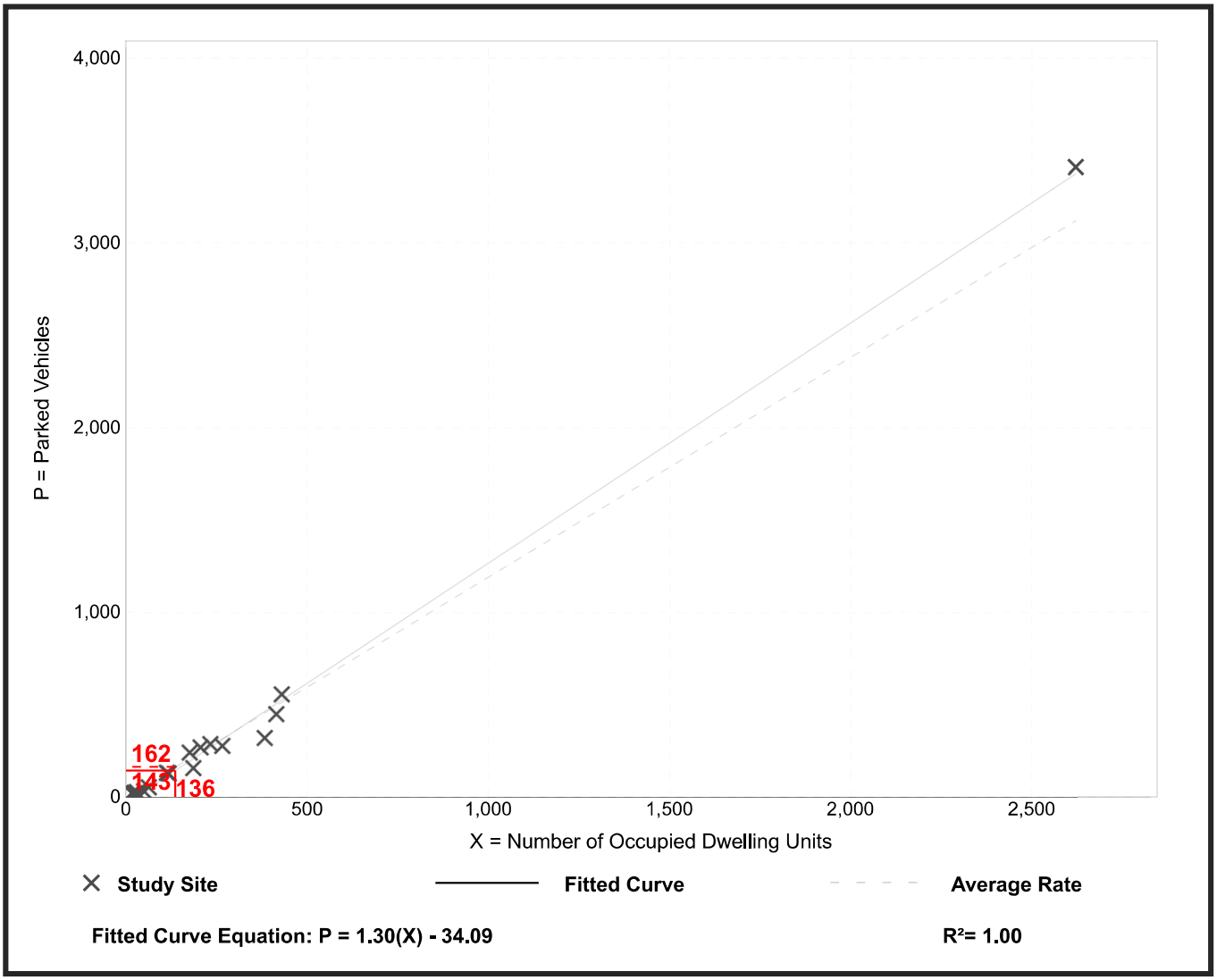
Multifamily Housing (Mid-Rise)
(221)

Peak Period Parking Demand vs: **Occupied Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban (< 1/2 mile to rail transit)**
Peak Period of Parking Demand: **10:00 p.m. - 5:00 a.m.**
Number of Studies: 18
Avg. Num. of Occupied Dwelling Units: 299

Peak Period Parking Demand per Occupied Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.19	0.55 - 1.37	0.84 / 1.30	***	0.19 (16%)

Data Plot and Equation



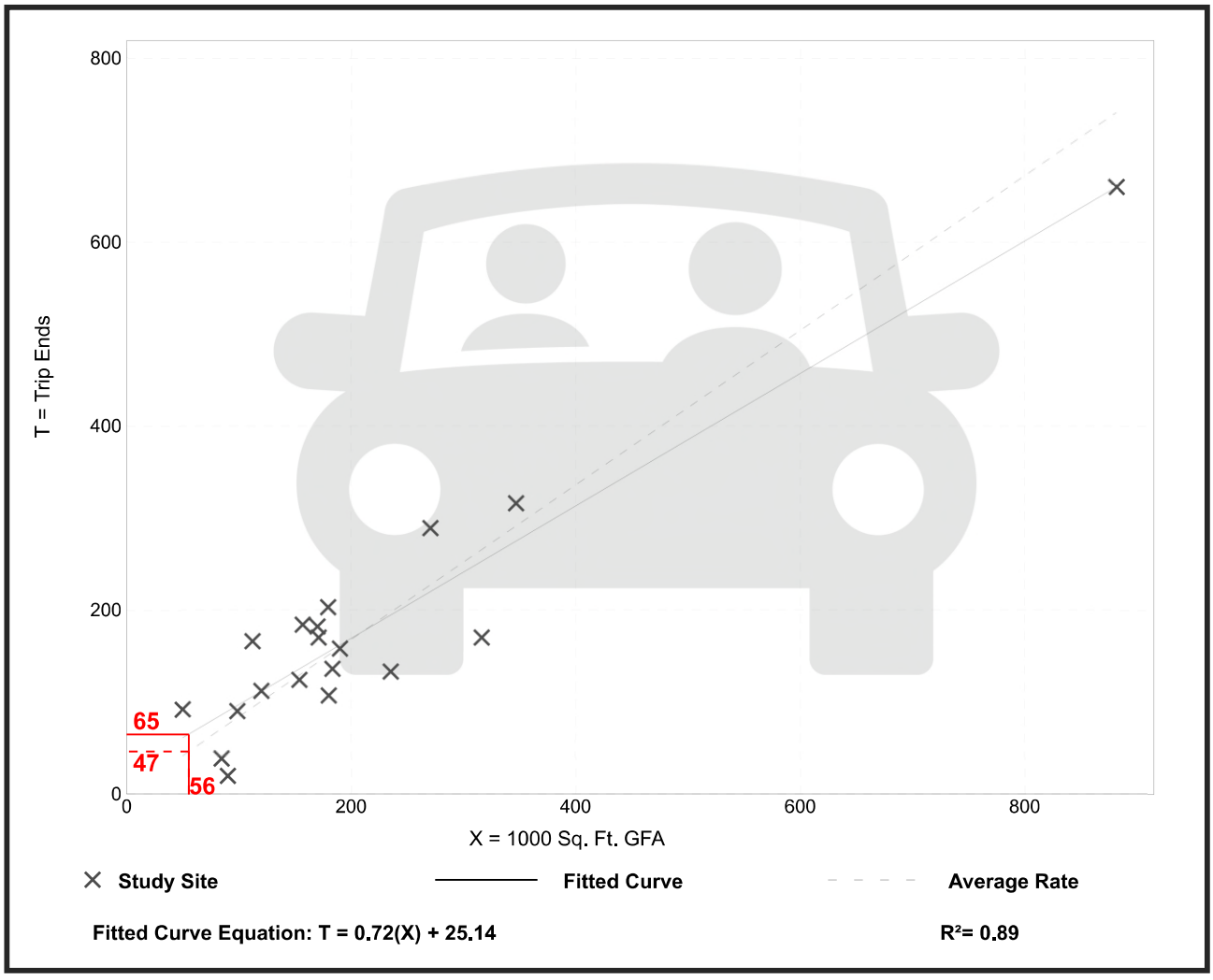
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 210
Directional Distribution: 87% entering, 13% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.84	0.22 - 1.84	0.27

Data Plot and Equation



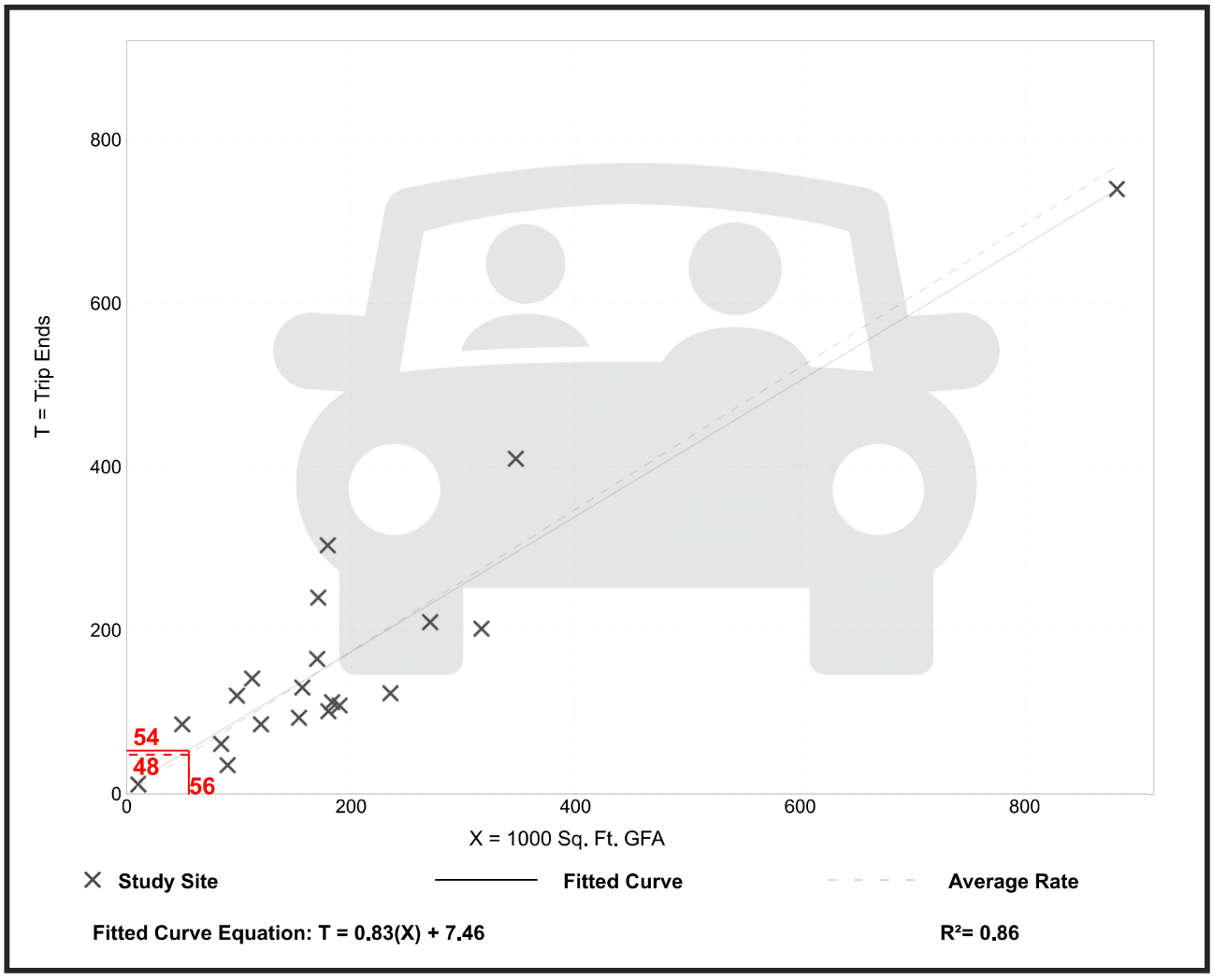
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **Dense Multi-Use Urban**
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 200
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.87	0.39 - 1.70	0.33

Data Plot and Equation



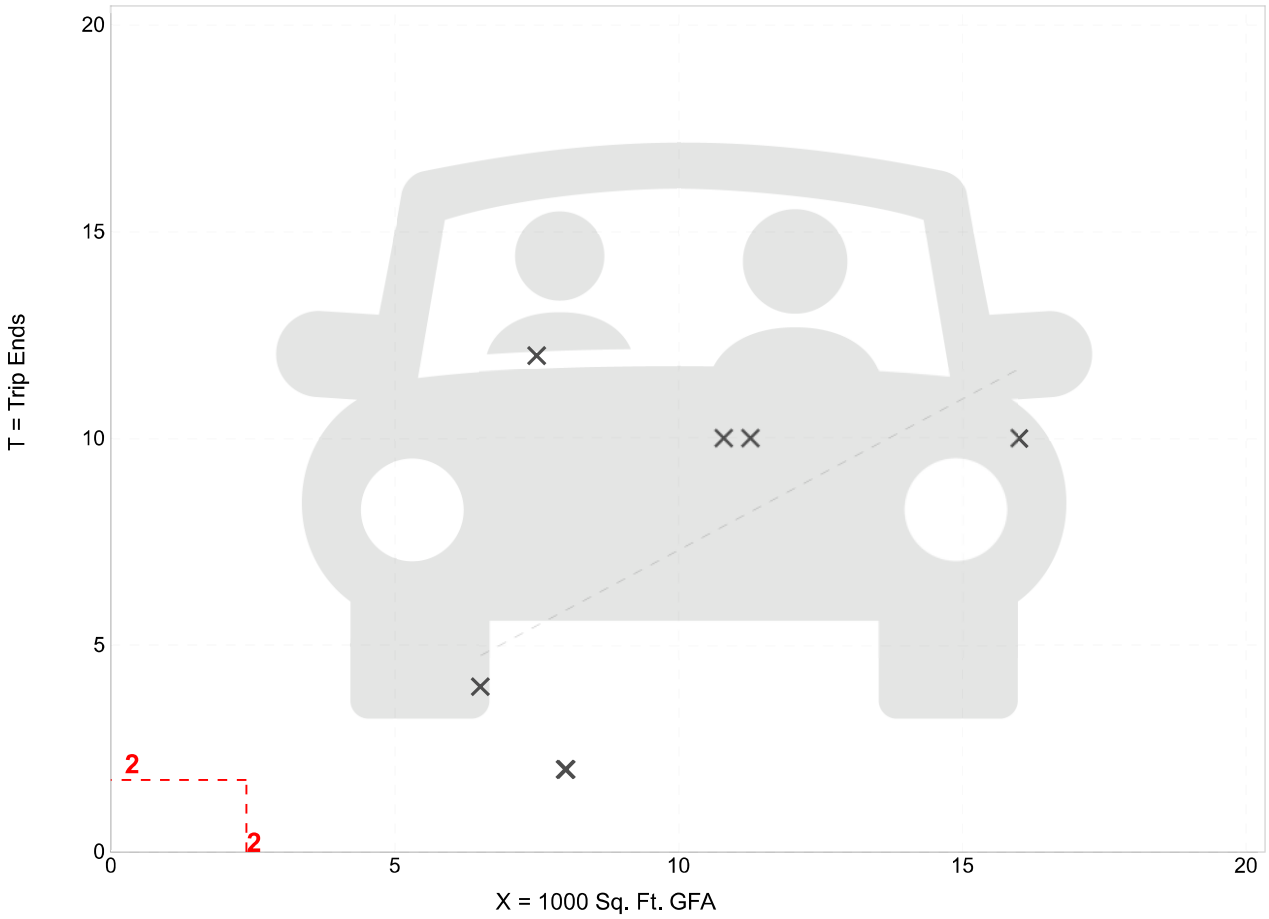
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	7
Avg. 1000 Sq. Ft. GFA:	10
Directional Distribution:	Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.73	0.25 - 1.60	0.42

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

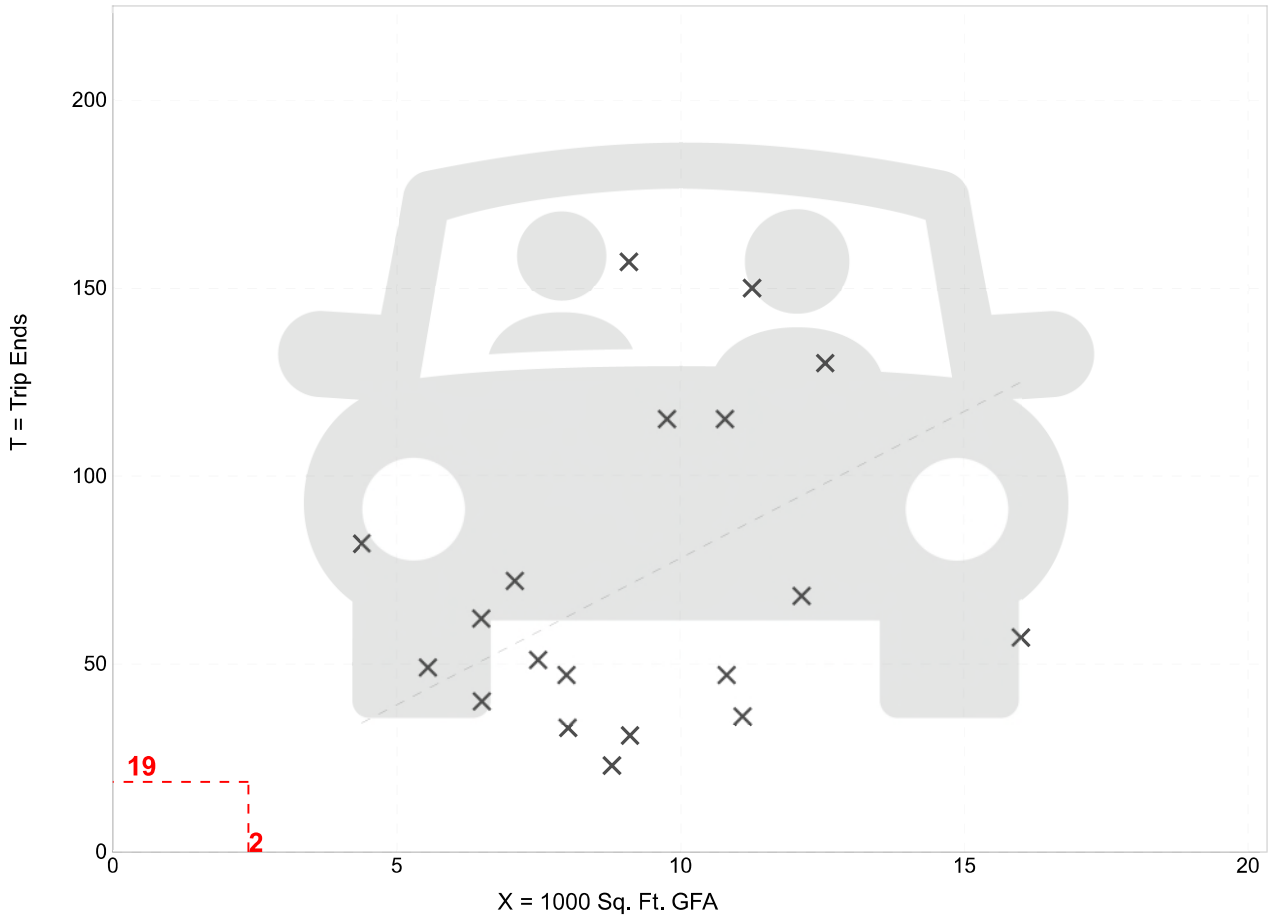
Fine Dining Restaurant
(931)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	19
Avg. 1000 Sq. Ft. GFA:	9
Directional Distribution:	67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.80	2.62 - 18.68	4.49

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

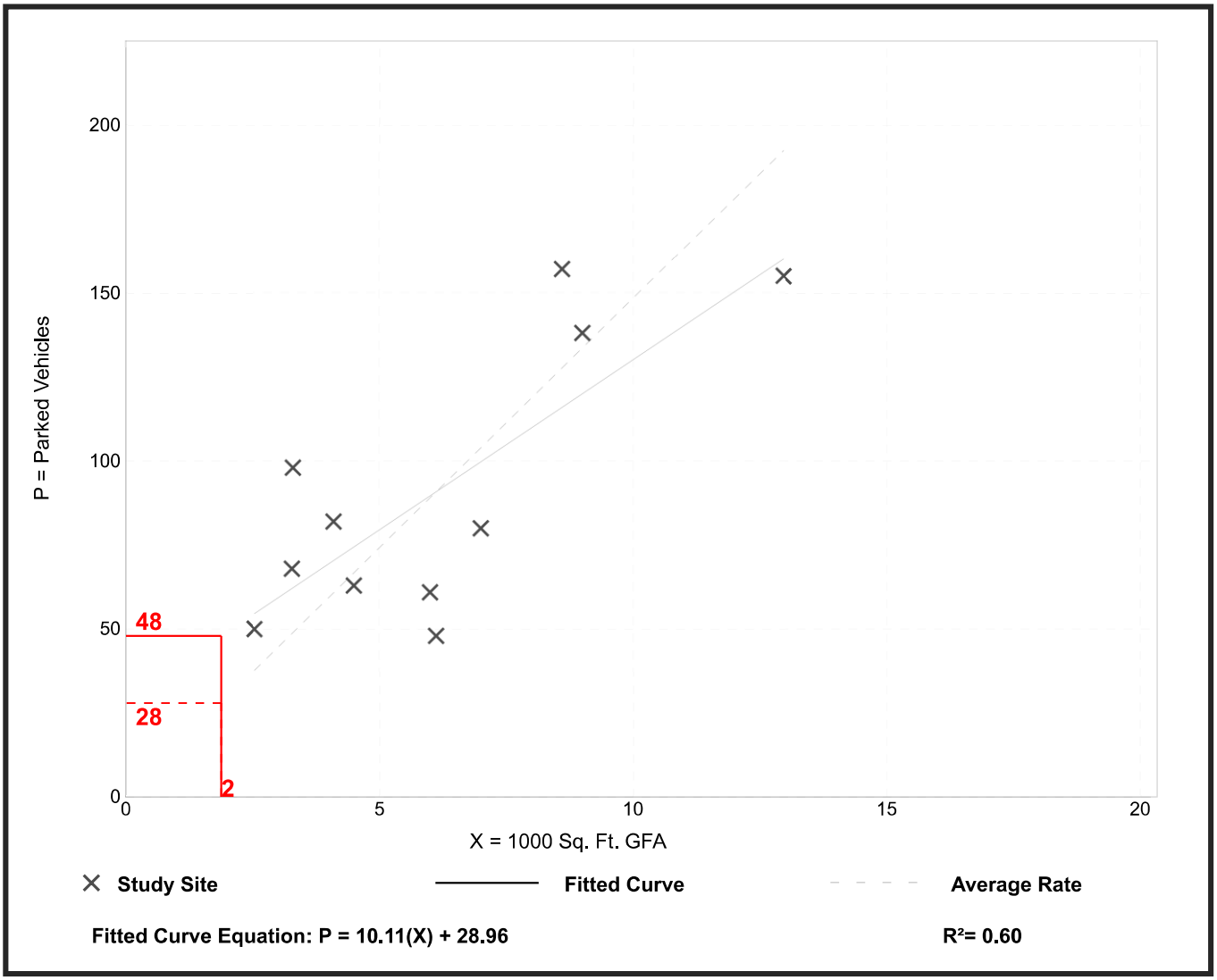
Quality Restaurant
(931)

Peak Period Parking Demand vs:	**1000 Sq. Ft. GFA**
On a:	**Friday**
Setting/Location:	**General Urban/Suburban**
Peak Period of Parking Demand:	**7:00 - 9:00 p.m.**
Number of Studies:	11
Avg. 1000 Sq. Ft. GFA:	6.1

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
14.84	7.84 - 29.70	11.93 / 22.52	***	5.32 (36%)

Data Plot and Equation



Fitted Curve Equation: P = 10.11(X) + 28.96

R^2= 0.60

Quality Restaurant
(931)

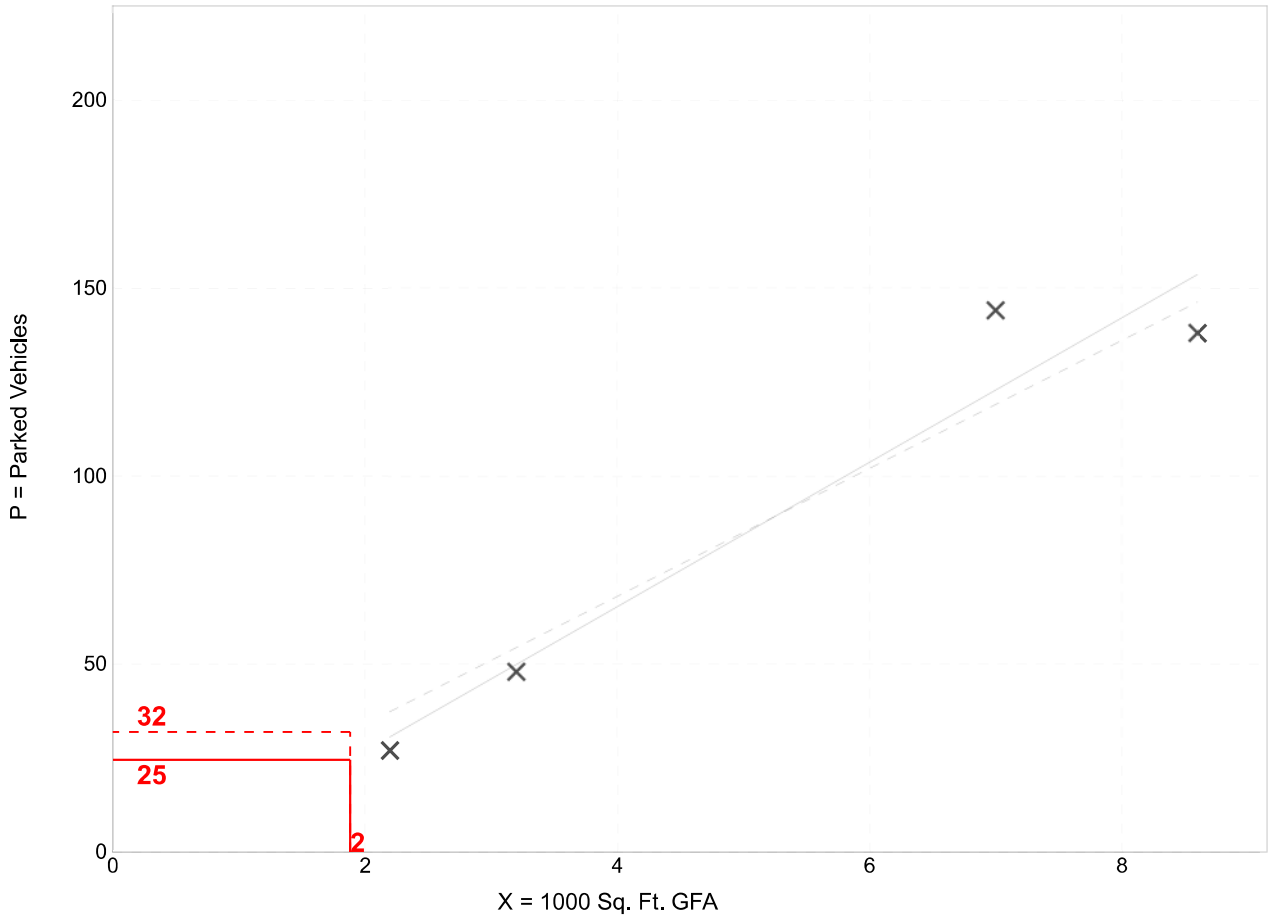
Peak Period Parking Demand vs: **1000 Sq. Ft. GFA**
On a: **Saturday**
Setting/Location: **General Urban/Suburban**
Peak Period of Parking Demand: **7:00 - 8:00 p.m.**
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 5.2

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
17.00	12.30 - 20.57	14.05 / 20.57	***	3.17 (19%)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: P = 19.19(X) - 11.51

R^2= 0.94

Quality Restaurant
(931)

Peak Period Parking Demand vs: **Seats**
On a: **Friday**
Setting/Location: **General Urban/Suburban**
Peak Period of Parking Demand: **7:00 - 9:00 p.m.**
Number of Studies: 9
Avg. Num. of Seats: 189

Peak Period Parking Demand per Seat

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.47	0.24 - 1.00	0.33 / 0.86	***	0.22 (47%)

Data Plot and Equation

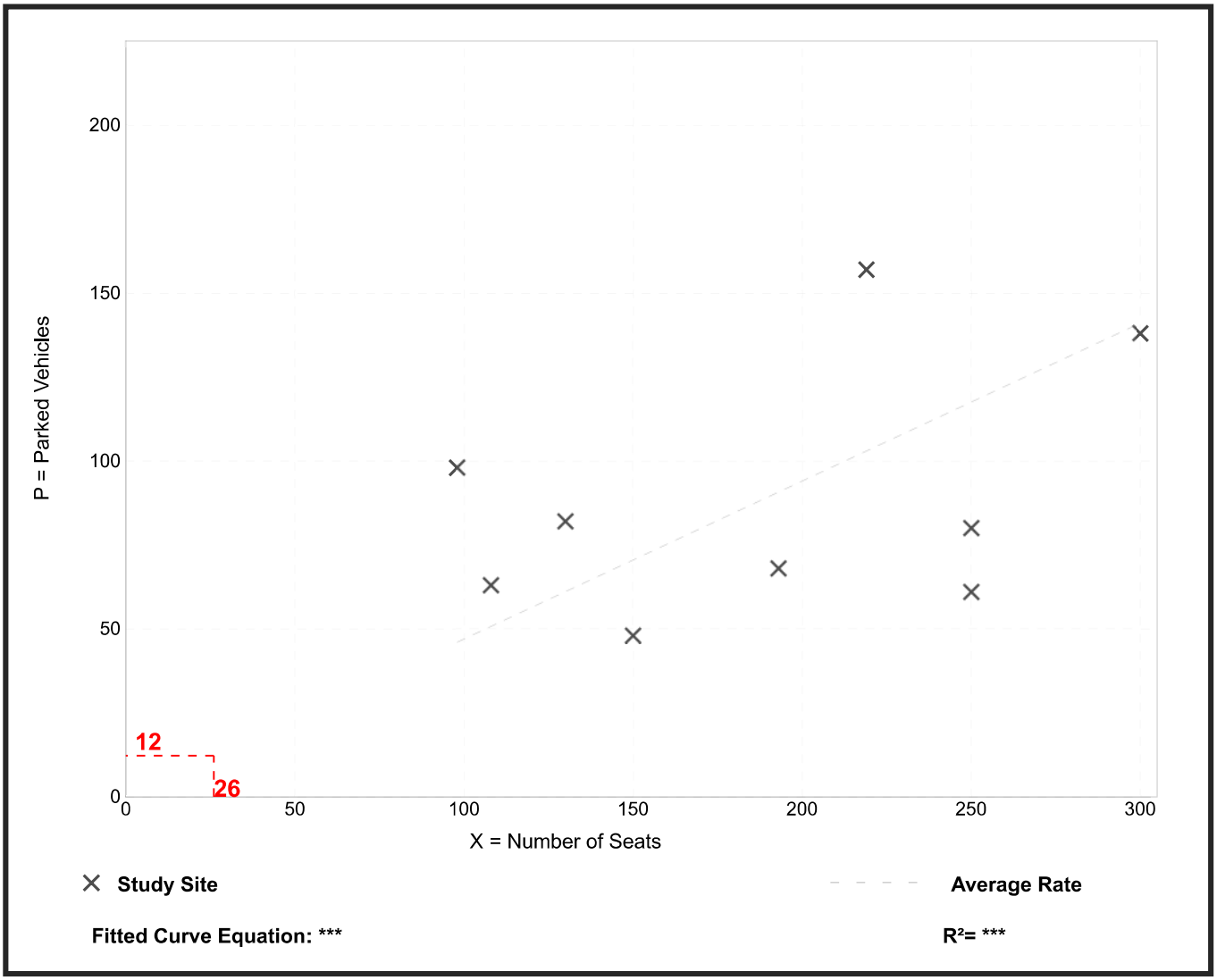


Table 6
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio
River 595	Des Plaines	60	104	1.73
Kingston Pointe	Des Plaines	144	228	1.58
Walker & Parker	Clarendon Hills	42	42	1.00
Forest & Gilbert	Downers Grove	89	102	1.15
Adriatic Grove	Downers Grove	48	64	1.33
Residences at the Grove	Downers Grove	294	345	1.17
100 North Addison	Elmhurst	165	199	1.21
1717 Ridge	Evanston	175	205	1.17
AMLI Evanston	Evanston	214	312	1.46
Central Station	Evanston	80	80	1.00
E2	Evanston	356	371	1.04
The Reserve at Evanston	Evanston	195	219	1.12
Midtown Square	Glenview	138	160	1.16
The Reserve at Glenview	Glenview	239	333	1.39
Uptown La Grange	La Grange	254	336	1.32
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Wheaton 121	Wheaton	306	400	1.31
The Residences of Wilmette	Wilmette	75	117	1.56
	Average	**185**	**224**	**1.26**

Arlington 425 Development
Table 6 Parking Data Analysis

	Project	Location	Unit Mix				Total		Beds per Unit	Spaces Provided	Spaces per Unit	Spaces per Bedroom
			Studio	1-bed	2-bed	3-bed	Units	Bedrooms				
1	ReNew Five Ninety Five	Des Plaines	Removed because they were developed as condominiums and then converted to rentals									
2	Kingston Pointe	Des Plaines										
3	Walker&Parker	Clarendon Hills	0	17	25	0	42	67	1.60	42	1.00	0.63
4	Forest & Gilbert	Downers Grove	0	58	31	0	89	120	1.35	102	1.15	0.85
5	Adriatic Cove	Downers Grove	Data on this project not found									
6	Residences at the Grove	Downers Grove	21	144	129	0	294	423	1.44	345	1.17	0.82
7	100 North Addison	Elmhurst	0	108	50	6	164	226	1.38	199	1.21	0.88
8	1717 Ridge	Evanston	14	134	42	14	204	274	1.34	205	1.00	0.75
9	AMLI Evanston	Evanston	5	153	44	12	214	282	1.32	312	1.46	1.11
10	Central Station	Evanston	9	43	24	4	80	112	1.40	80	1.00	0.71
11	E2	Evanston	48	204	81	23	356	483	1.36	371	1.04	0.77
12	Reserve at Evanston	Evanston	7	103	77	8	195	288	1.48	219	1.12	0.76
13	Midtown Square	Glenview	0	99	39	0	138	177	1.28	160	1.16	0.90
14	Reserve at Glenview	Glenview	6	121	76	36	239	387	1.62	333	1.39	0.86
15	Uptown La Grange	La Grange	9	151	69	25	254	373	1.47	336	1.32	0.90
16	Ninety7Fifty on the Park	Orland Park	0	177	118	0	295	413	1.40	300	1.02	0.73
17	Wheaton 121	Wheaton	5	217	80	4	306	394	1.29	400	1.31	1.02
18	Residences of Wilmette	Wilmette	4	33	32	6	75	119	1.59	117	1.56	0.98
		Totals	**128**	**1762**	**917**	**138**	**2945**	**4138**	**1.41**	**3521**	**1.20**	**0.85**
		Unit Mix %	**4%**	**60%**	**31%**	**5%**	**100%**					

Arlington Heights Vehicle Ownership

Residential vehicle ownership data was obtained from the US Census - American Community Survey (2017 to 2023) on for rental units within the Village of Arlington Heights. Please note that this data set includes all rental units ranging from senior housing, apartment, and rental condominiums to single-family rental homes, so it is conservatively high. **Table A** summarizes the data and results for the Village as a whole. For the bedroom counts, studio units were considered as one-bedroom units. For all rental units in the village, the average vehicle ownership is 0.76 vehicles per bedroom. Please note that only 44.5% of the units were studio or one-bedroom units. The proposed building has 162 bedrooms which would need 123 parking spaces based on the 0.76 veh/bedroom ratio. The Census data was also reviewed for the three main census tracts that make up Downtown Arlington Heights (8033,8034, and 8035). **Table B** summarizes the data like Table 8.

Table A
Vehicle Ownership at
Rental Units in Arlington Heights (Village Wide)

Vehicles Available	Rental Units	Total Vehicles Available	Bedrooms Per Unit	Rental Units	Unit %	Total Bedrooms
0	845	0	0	415	5.0%	415
1	4,464	4,464	1	3,297	39.5%	3,297
2	2,586	5,172	2	3,316	39.7%	6,632
3	423	1,269	3	1,083	13.0%	3,249
4	10	40	4	187	2.2%	748
5	19	95	5	49	0.6%	245
Totals	**8,347**	**11,040 (1.32 veh/unit)**		**8,347**	**100%**	**14,586 (1.74 beds/unit)**
					Vehicle Ownership	**0.76veh/bedroom**

Table B
Vehicle Ownership at
Rental Units in Arlington Heights (Downtown)[1]

Vehicles Available	Rental Units	Total Vehicles Available	Bedrooms Per Unit	Rental Units	Unit %	Total Bedrooms
0	411	0	0	165	8.0%	165
1	932	932	1	880	42.9%	880
2	632	1,264	2	712	34.7%	1,424
3	77	231	3	223	10.9%	669
4	0	0	4	72	3.5%	288
5	0	0	5	0	0%	0
Totals	**2,052**	**2,427 (1.18 veh/unit)**		**2,052**	**100%**	**3,426 (1.67 beds/unit)**
					Vehicle Ownership	**0.71veh/bedroom**

(1) Census Tracts 8033, 8034, and 8035

Rental units in the Downtown area have a slightly lower vehicle ownership than Village wide (0.76 vs 0.71 vehicles per unit). The proposed building has 162 bedrooms which would need 115 parking spaces based on the 0.71 veh/bedroom ratio.

Downtown Apartment Buildings
Detailed Parking Data

	Project	Location	Distance to Metra Station (miles)	Unit Mix						Beds per Unit	Occupancy Rate	Occupied		Vehicles	Vehicles per Unit	Spaces per Bedroom
				Studio	1-bed	2-bed	3-bed	Units	Bedrooms			Units	Bedrooms			
1	Hancock Square	Arlington Hts.	0.09	30	232	147	0	409	556	1.359	96.1%	393	534	483	1.229	0.904
2	10 North Main	Mount Prospect	0.22	14	51	29	3	97	132	1.361	96.0%			129	1.330	0.977
3	20 West	Mount Prospect	0.10	9	41	20	1	71	93	1.310	90.1%	64	84	67	1.047	0.800
4	Maple Street Lofts	Mount Prospect	0.15	38	124	30	0	192	222	1.156	94.8%	182	210	203	1.115	0.965
5	One Arlington	Arlington Hts.	0.85	51	113	50	0	214	264	1.234	97.2%	208	257	272	1.308	1.060
6	One Wheeling Town Center	Wheeling	0.05	11	129	152	9	301	471	1.565	90.4%	272	426	361	1.327	0.848
7	Residences at Payton Place	Arlington Hts.	0.84	34	115	87	27	263	404	1.536	63.9%			401	1.525	0.993
8	Uptown 500	Wheeling	0.26	83	102	134	0	319	453	1.420	88.7%	283	402	371	1.311	0.923
		Totals		**270**	**907**	**649**	**40**	**1866**	**2595**	**1.391**	**93.1%**	**1402**	**1913**	**2287**	**1.298**	**0.934**
			Unit Mix	**14%**	**49%**	**35%**	**2%**	**100%**								

Note: For sites 2 and 7, occupancy data was not applicable with only parking supply data available

Parking Survey
Spaces Leased
Spaces Provided

HCS Two-Way Stop-Control Report

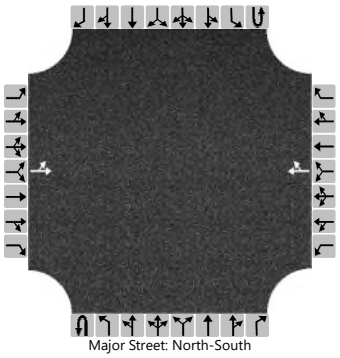
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Eastman and Site Entrance
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Site Entrance
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	0	0	0	0	0	0
Configuration		LT						TR								
Volume (veh/h)		10	34				32	3								
Percent Heavy Vehicles (%)		0	0				0	0								
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5				6.5	7.1								
Critical Headway (sec)		6.40	6.50				6.50	7.10								
Base Follow-Up Headway (sec)		3.8	4.0				4.0	3.9								
Follow-Up Headway (sec)		3.80	4.00				4.00	3.90								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48						38								
Capacity, c (veh/h)		897						902								
v/c Ratio		0.05						0.04								
95% Queue Length, Q_{95} (veh)		0.2						0.1								
Control Delay (s/veh)		9.2						9.2								
Level of Service (LOS)		A						A								
Approach Delay (s/veh)	9.2				9.2											
Approach LOS	A				A											

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

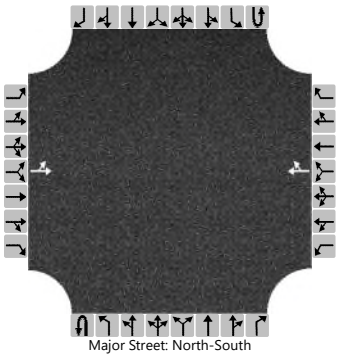
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Eastman and Site Entrance
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Site Entrance
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	0	0	0	0	0	0
Configuration		LT						TR								
Volume (veh/h)		33	36				32	11								
Percent Heavy Vehicles (%)		0	0				0	0								
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5				6.5	7.1								
Critical Headway (sec)		6.40	6.50				6.50	7.10								
Base Follow-Up Headway (sec)		3.8	4.0				4.0	3.9								
Follow-Up Headway (sec)		3.80	4.00				4.00	3.90								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		75						47								
Capacity, c (veh/h)		890						906								
v/c Ratio		0.08						0.05								
95% Queue Length, Q_{95} (veh)		0.3						0.2								
Control Delay (s/veh)		9.4						9.2								
Level of Service (LOS)		A						A								
Approach Delay (s/veh)	9.4				9.2											
Approach LOS	A				A											

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

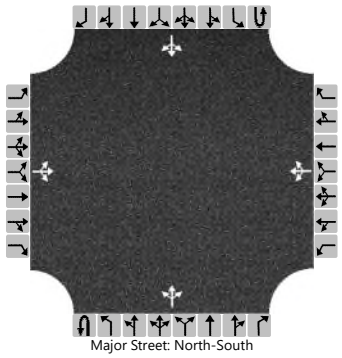
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Highland Avenue
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	2	2		25	6	1		6	7	7		0	1	0
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.11	6.51	6.21		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				56			11				0		
Capacity, c (veh/h)			945				929			1627				1597		
v/c Ratio			0.01				0.06			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.2			0.0				0.0		
Control Delay (s/veh)			8.8				9.1			7.2	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.8				9.1				2.2				0.0			
Approach LOS	A				A				A				A			

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

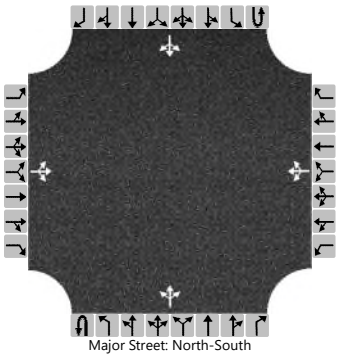
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Highland Avenue
Peak Hour Factor	0.57
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	2	2		25	7	0		6	0	25		17	23	0
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.11	6.51	6.21		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7				56			11				30		
Capacity, c (veh/h)			842				781			1576				1571		
v/c Ratio			0.01				0.07			0.01				0.02		
95% Queue Length, Q_{95} (veh)			0.0				0.2			0.0				0.1		
Control Delay (s/veh)			9.3				10.0			7.3	0.1	0.1		7.3	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.3				10.0				1.5				3.2			
Approach LOS	A				A				A				A			

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

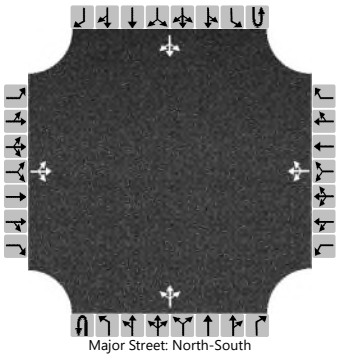
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Highland Avenue
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	9	6		24	5	1		6	5	7		1	2	0
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.11	6.51	6.21		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21				42			8				1		
Capacity, c (veh/h)			930				922			1626				1607		
v/c Ratio			0.02				0.05			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.0				9.1			7.2	0.0	0.0		7.2	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.0				9.1				2.4				2.4			
Approach LOS	A				A				A				A			

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

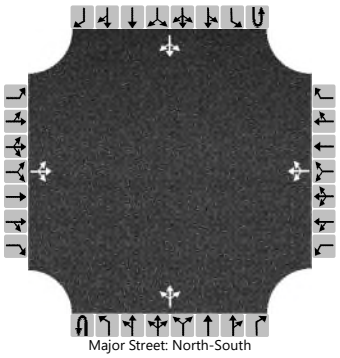
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Highland Avenue
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	10	6		26	6	0		6	0	46		13	18	0
Percent Heavy Vehicles (%)		1	1	1		1	1	1		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.11	6.51	6.21		7.11	6.51	6.21		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.51	4.01	3.31		3.51	4.01	3.31		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23				45			8				18		
Capacity, c (veh/h)			830				807			1596				1544		
v/c Ratio			0.03				0.06			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			9.5				9.7			7.3	0.0	0.0		7.4	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.5				9.7				0.9				3.1			
Approach LOS	A				A				A				A			

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

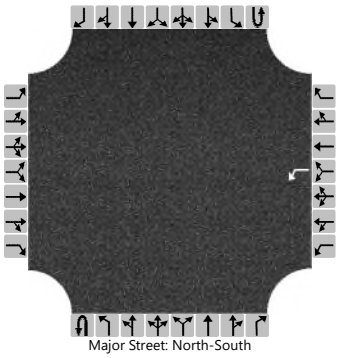
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Site Exit
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	Site Exit
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	0	0	0	0	0	0	0	0	0
Configuration						L										
Volume (veh/h)						39										
Percent Heavy Vehicles (%)						1										
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4										
Critical Headway (sec)						5.72										
Base Follow-Up Headway (sec)						3.8										
Follow-Up Headway (sec)						3.81										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						42										
Capacity, c (veh/h)						945										
v/c Ratio						0.04										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						9.0										
Level of Service (LOS)						A										
Approach Delay (s/veh)						9.0										
Approach LOS						A										

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

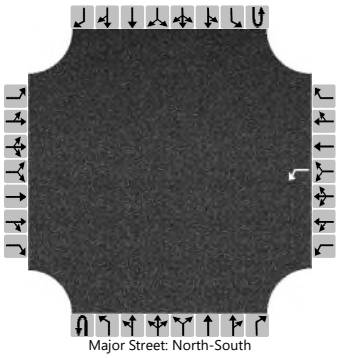
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Highland and Site Exit
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	Site Exit
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	0	0	0	0	0	0	0	0	0
Configuration						L										
Volume (veh/h)						28										
Percent Heavy Vehicles (%)						1										
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						6.4										
Critical Headway (sec)						5.72										
Base Follow-Up Headway (sec)						3.8										
Follow-Up Headway (sec)						3.81										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						30										
Capacity, c (veh/h)						945										
v/c Ratio						0.03										
95% Queue Length, Q_{95} (veh)						0.1										
Control Delay (s/veh)						8.9										
Level of Service (LOS)						A										
Approach Delay (s/veh)						8.9										
Approach LOS						A										

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

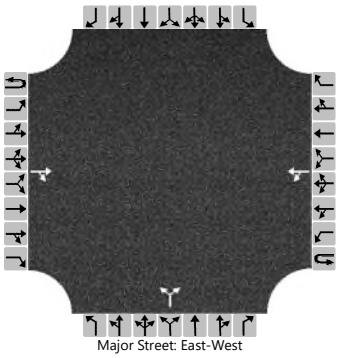
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Highland and St James
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	St James Street
Peak Hour Factor	0.46
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			11	1		0	19			2		7				
Percent Heavy Vehicles (%)						0				0		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					20					
Capacity, c (veh/h)						1601					1023					
v/c Ratio						0.00					0.02					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
Control Delay (s/veh)						7.2	0.0				8.6					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.0				8.6							
Approach LOS					A				A							

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

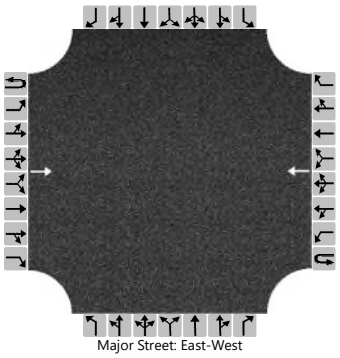
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Highland and St James
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	St James Street
Peak Hour Factor	0.46
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			12				21									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

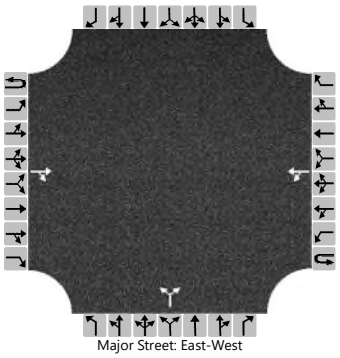
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Highland and St James
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	St James Street
Peak Hour Factor	0.70
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			16	3		0	25			0		6				
Percent Heavy Vehicles (%)						0				0		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					9					
Capacity, c (veh/h)						1600					1048					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
Control Delay (s/veh)						7.3	0.0				8.5					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						0.0				8.5						
Approach LOS						A				A						

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

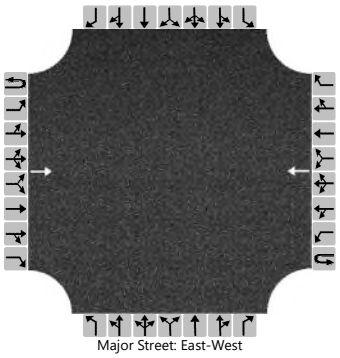
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Highland and St James
Jurisdiction	Arlington Heights
East/West Street	Highland Avenue
North/South Street	St James Street
Peak Hour Factor	0.70
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration			T				T									
Volume (veh/h)			19				25									
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

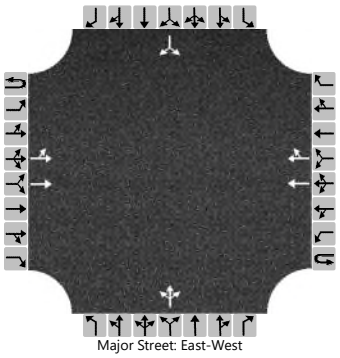
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Northwest Hwy and Highland
Jurisdiction	IDOT
East/West Street	Northwest Highway
North/South Street	Highland Avenue
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT	T				T	TR			LTR				LR	
Volume (veh/h)		15	620				594	6		0	0	0		3		25
Percent Heavy Vehicles (%)		3								3	3	3		3		3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1								7.5	6.5	6.9		7.5		6.9
Critical Headway (sec)		4.16								7.56	6.56	6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2								3.5	4.0	3.3		3.5		3.3
Follow-Up Headway (sec)		2.23								3.53	4.03	3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18									0				34	
Capacity, c (veh/h)		854									0				455	
v/c Ratio		0.02													0.07	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
Control Delay (s/veh)		9.3	0.2												13.6	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.5												13.6			
Approach LOS	A												B			

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

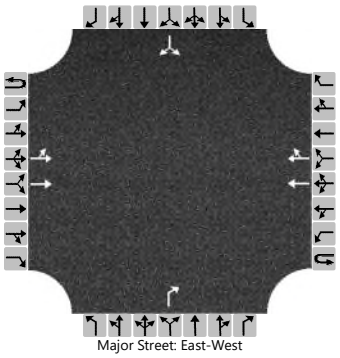
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Northwest Hwy and Highland
Jurisdiction	IDOT
East/West Street	Northwest Highway
North/South Street	Highland Avenue
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT	T				T	TR				R			LR	
Volume (veh/h)		20	625				598	11				0		11		39
Percent Heavy Vehicles (%)		3										3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1										6.9		7.5		6.9
Critical Headway (sec)		4.16										6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2										3.3		3.5		3.3
Follow-Up Headway (sec)		2.23										3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24										0			60	
Capacity, c (veh/h)		860										618			364	
v/c Ratio		0.03										0.00			0.17	
95% Queue Length, Q_{95} (veh)		0.1										0.0			0.6	
Control Delay (s/veh)		9.3	0.3									10.8			16.8	
Level of Service (LOS)		A	A									B			C	
Approach Delay (s/veh)	0.6												16.8			
Approach LOS	A												C			

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

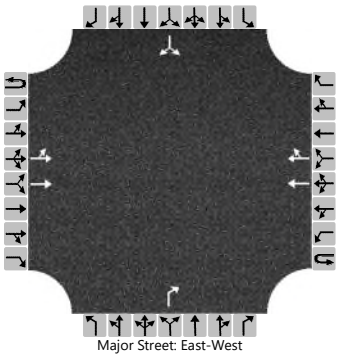
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Northwest Hwy and Highland
Jurisdiction	IDOT
East/West Street	Northwest Highway
North/South Street	Highland Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT	T				T	TR				R			LR	
Volume (veh/h)		6	690				778	13				0		4		28
Percent Heavy Vehicles (%)		3										3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1										6.9		7.5		6.9
Critical Headway (sec)		4.16										6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2										3.3		3.5		3.3
Follow-Up Headway (sec)		2.23										3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7										0			35	
Capacity, c (veh/h)		771										620			399	
v/c Ratio		0.01										0.00			0.09	
95% Queue Length, Q_{95} (veh)		0.0										0.0			0.3	
Control Delay (s/veh)		9.7	0.1									10.8			14.9	
Level of Service (LOS)		A	A									B			B	
Approach Delay (s/veh)	0.2												14.9			
Approach LOS	A												B			

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

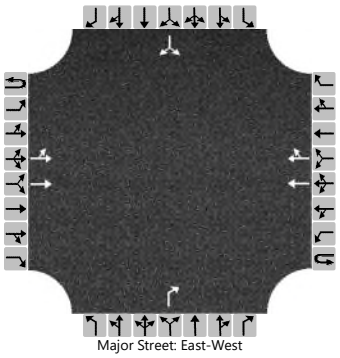
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Eastman

Site Information

Intersection	Northwest Hwy and Highland
Jurisdiction	IDOT
East/West Street	Northwest Highway
North/South Street	Highland Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT	T				T	TR				R			LR	
Volume (veh/h)		22	695				784	30				0		10		40
Percent Heavy Vehicles (%)		3										3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1										6.9		7.5		6.9
Critical Headway (sec)		4.16										6.96		7.56		6.96
Base Follow-Up Headway (sec)		2.2										3.3		3.5		3.3
Follow-Up Headway (sec)		2.23										3.33		3.53		3.33

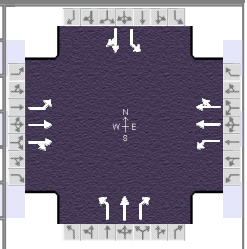
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24										0			54	
Capacity, c (veh/h)		754										617			314	
v/c Ratio		0.03										0.00			0.17	
95% Queue Length, Q_{95} (veh)		0.1										0.0			0.6	
Control Delay (s/veh)		9.9	0.4									10.8			18.8	
Level of Service (LOS)		A	A									B			C	
Approach Delay (s/veh)	0.7												18.8			
Approach LOS	A												C			

Copyright © 2023 University of Florida. All Rights Reserved.

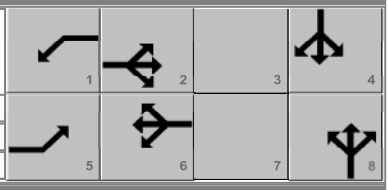
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2022.xus		
Project Description	Eastman				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	565	45	32	580	14	18	24	54	18	30	2

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.1	0.9	83.3	19.1	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	4.5	0.0	0.0		
				Red	0.0	0.0	1.5	1.5	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	565	45	32	580	14	18	24	54	18	30	2
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	5	0	0	5	0	0	11	0	0	22	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	4	4	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

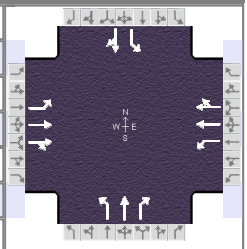
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	13.2	64.8	13.2	64.8		42.0		42.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (*PC*), s		18.0		18.0		23.0		24.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

Copyright © 2023 University of Florida, All Rights Reserved.

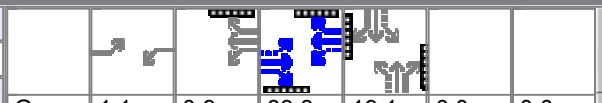
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2022.xus		
Project Description	Eastman				

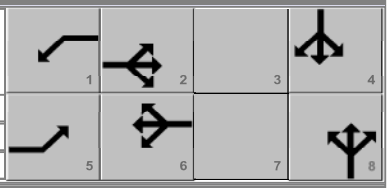


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	565	45	32	580	14	18	24	54	18	30	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	4.6	89.3	5.6	90.2		25.1		25.1
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.3		2.7			5.9		4.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.3		0.3
Phase Call Probability	0.38		0.69			0.99		0.99
Max Out Probability	0.00		0.00			0.00		0.00

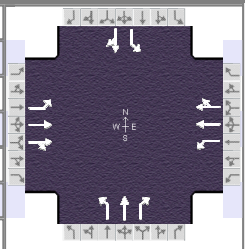
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	14	336	327	35	324	322	20	26	59	20	35	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1849	1810	1900	1884	1343	1900	1577	1379	1873	
Queue Service Time (g_s), s	0.3	7.9	7.9	0.7	1.7	1.7	1.5	1.4	3.9	1.5	1.9	
Cycle Queue Clearance Time (g_c), s	0.3	7.9	7.9	0.7	1.7	1.7	3.4	1.4	3.9	2.9	1.9	
Green Ratio (*g/C*)	0.70	0.69	0.69	0.71	0.70	0.70	0.16	0.16	0.16	0.16	0.16	
Capacity (*c*), veh/h	612	1319	1284	584	1334	1322	253	303	252	264	299	
Volume-to-Capacity Ratio (*X*)	0.023	0.254	0.255	0.060	0.243	0.243	0.077	0.086	0.233	0.074	0.116	
Back of Queue (*Q*), ft/ln (95 th percentile)	4.5	141.9	138.7	10.8	30.1	30	23.1	30.1	69.4	22.9	40.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.7	5.5	0.4	1.2	1.2	0.9	1.2	2.8	0.9	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00	0.00	0.12	0.00	0.00	0.29	0.00	0.92	0.25	0.00	
Uniform Delay (d_1), s/veh	5.3	6.8	6.8	5.4	1.2	1.2	44.6	43.0	44.0	44.2	43.2	
Incremental Delay (d_2), s/veh	0.0	0.5	0.5	0.0	0.4	0.4	0.0	0.0	0.2	0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	5.4	7.3	7.3	5.4	1.6	1.6	44.7	43.0	44.2	44.2	43.3	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	7.2	A		1.8	A		44.0	D		43.6	D	
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	1.86	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.05	A	1.05	A	0.66	A	0.58	A

Copyright © 2023 University of Florida, All Rights Reserved.

HCS Signalized Intersection Intermediate Values

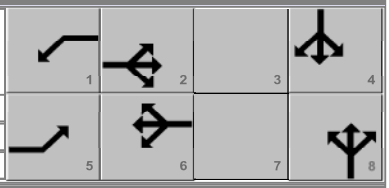
General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2022.xus		
Project Description	Eastman				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	565	45	32	580	14	18	24	54	18	30	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



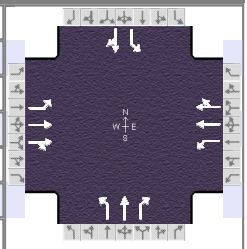
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.734	0.000		0.740	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.973	0.973		0.991	0.991		0.000	0.847		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.999			0.999			0.963			0.981		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.996			0.996			0.979			0.959
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3473	276	1810	3694	89	1343	1900	1577	1379	1756	117
Proportion of Vehicles Arriving on Green (P)	0.01	0.69	0.69	0.02	0.94	0.94	0.16	0.16	0.16	0.16	0.16	0.16
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.70	0.69	0.71	0.70		0.16		0.16
Permitted Saturation Flow Rate (s_p), veh/h/ln	797	0	784	0		1343		1379
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	83.3	0.0	83.3	0.0		19.1		19.1
Permitted Service Time (g_u), s	80.5	0.0	75.4	0.0		17.2		17.7
Permitted Queue Service Time (g_{ps}), s	0.1		0.4			1.5		1.5
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.069	0.000	0.067	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1388.33	5.61	1403.87	5.33	319.02	42.39	319.02	42.39
Bicycle F_w / F_v	-3.64	0.56	-3.64	0.56	-3.64	0.17	-3.64	0.09

HCS Signalized Intersection Results Graphical Summary

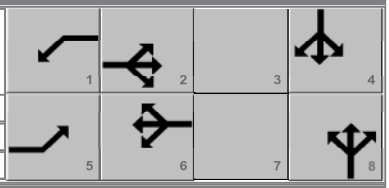
General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2022.xus		
Project Description	Eastman				



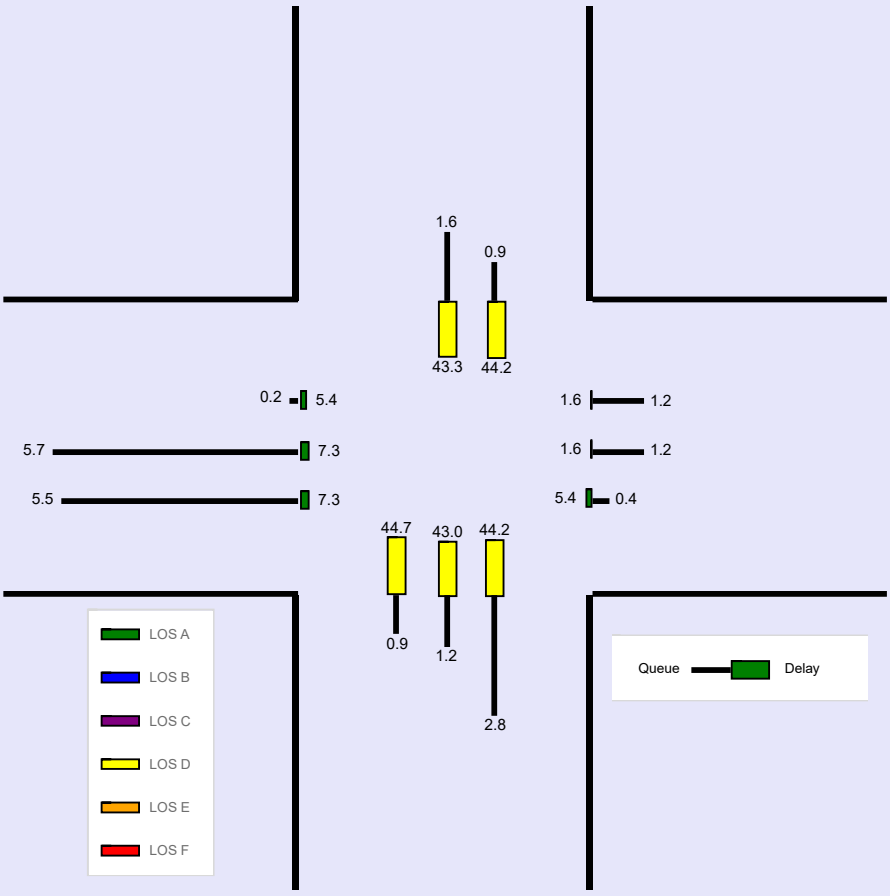
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	565	45	32	580	14	18	24	54	18	30	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	0.9	83.3	19.1	0.0	0.0	
Yellow	3.5	0.0	4.5	4.5	0.0	0.0	
Red	0.0	0.0	1.5	1.5	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	4.5	141.9	138.7	10.8	30.1	30	23.1	30.1	69.4	22.9	40.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.7	5.5	0.4	1.2	1.2	0.9	1.2	2.8	0.9	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00	0.00	0.12	0.00	0.00	0.29	0.00	0.92	0.25	0.00	
Control Delay (*d*), s/veh	5.4	7.3	7.3	5.4	1.6	1.6	44.7	43.0	44.2	44.2	43.3	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	7.2	A		1.8	A		44.0	D		43.6	D	
Intersection Delay, s/veh / LOS	8.6						A					



--- Messages ---

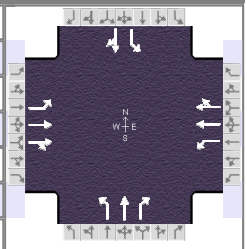
No errors or warnings exist.

--- Comments ---

Copyright © 2023 University of Florida, All Rights Reserved.

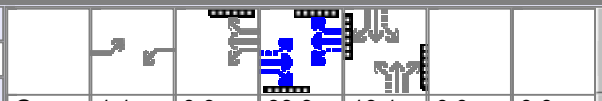
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2028.xus		
Project Description	Eastman				

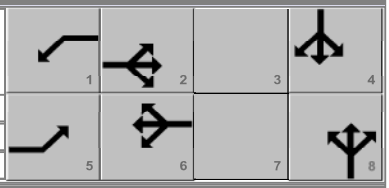


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	577	46	32	588	16	19	24	54	24	31	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	577	46	32	588	16	19	24	54	24	31	2
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	5	0	0	5	0	0	11	0	0	22	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	4	4	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

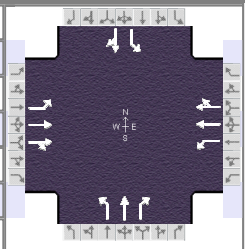
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	13.2	64.8	13.2	64.8		42.0		42.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (*PC*), s		18.0		18.0		23.0		24.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

Copyright © 2023 University of Florida, All Rights Reserved.

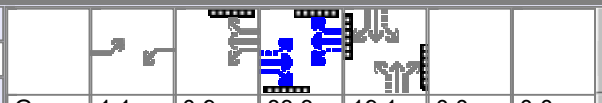
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2028.xus		
Project Description	Eastman				

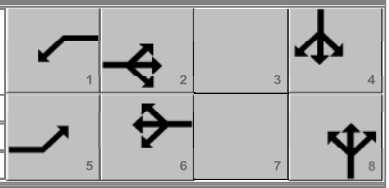


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	577	46	32	588	16	19	24	54	24	31	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	4.6	89.3	5.6	90.2		25.1		25.1
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.3		2.7			5.9		5.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.3		0.3
Phase Call Probability	0.38		0.69			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

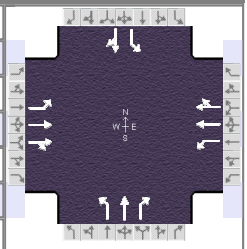
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	14	343	334	35	330	327	21	26	59	26	36	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1849	1810	1900	1882	1342	1900	1577	1379	1874	
Queue Service Time (g_s), s	0.3	8.1	8.1	0.7	1.7	1.7	1.6	1.4	3.9	2.0	2.0	
Cycle Queue Clearance Time (g_c), s	0.3	8.1	8.1	0.7	1.7	1.7	3.6	1.4	3.9	3.4	2.0	
Green Ratio (*g/C*)	0.70	0.69	0.69	0.71	0.70	0.70	0.16	0.16	0.16	0.16	0.16	
Capacity (*c*), veh/h	606	1319	1283	576	1334	1321	252	303	252	264	299	
Volume-to-Capacity Ratio (*X*)	0.023	0.260	0.261	0.060	0.247	0.247	0.082	0.086	0.233	0.099	0.120	
Back of Queue (*Q*), ft/ln (95 th percentile)	4.5	145.9	142.5	10.8	30.7	30.5	24.4	30.1	69.4	30.7	41.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.8	5.7	0.4	1.2	1.2	1.0	1.2	2.8	1.2	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00	0.00	0.12	0.00	0.00	0.31	0.00	0.92	0.34	0.00	
Uniform Delay (d_1), s/veh	5.3	6.8	6.9	5.4	1.2	1.2	44.7	43.0	44.0	44.4	43.2	
Incremental Delay (d_2), s/veh	0.0	0.5	0.5	0.0	0.4	0.4	0.1	0.0	0.2	0.1	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	5.4	7.3	7.3	5.4	1.6	1.7	44.8	43.0	44.2	44.5	43.3	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	7.3	A		1.8	A		44.0	D		43.8	D	
Intersection Delay, s/veh / LOS	8.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.06	B	1.86	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.06	A	1.06	A	0.66	A	0.59	A

Copyright © 2023 University of Florida, All Rights Reserved.

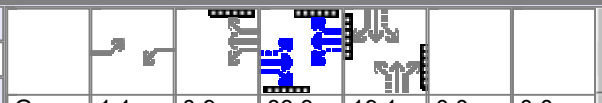
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2028.xus		
Project Description	Eastman				

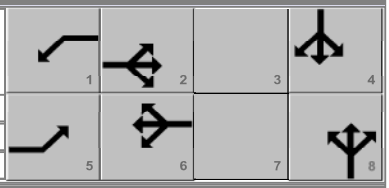


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	577	46	32	588	16	19	24	54	24	31	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	0.9	83.3	19.1	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



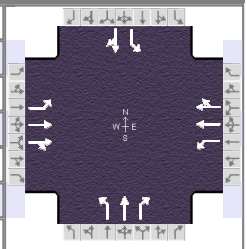
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.734	0.000		0.740	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.973	0.973		0.990	0.990		0.000	0.847		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.999			0.999			0.963			0.981		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.996			0.996			0.979			0.959
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3473	276	1810	3681	100	1342	1900	1577	1379	1760	114
Proportion of Vehicles Arriving on Green (P)	0.01	0.69	0.69	0.02	0.94	0.94	0.16	0.16	0.16	0.16	0.16	0.16
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.70	0.69	0.71	0.70		0.16		0.16
Permitted Saturation Flow Rate (s_p), veh/h/ln	789	0	774	0		1342		1379
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	83.3	0.0	83.3	0.0		19.1		19.1
Permitted Service Time (g_u), s	80.5	0.0	75.2	0.0		17.2		17.8
Permitted Queue Service Time (g_{ps}), s	0.1		0.4			1.6		2.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.069	0.000	0.067	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1388.23	5.61	1403.77	5.33	319.11	42.38	319.11	42.38
Bicycle F_w / F_v	-3.64	0.57	-3.64	0.57	-3.64	0.17	-3.64	0.10

HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak	PHF	0.92
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail AM 2028.xus		
Project Description	Eastman				

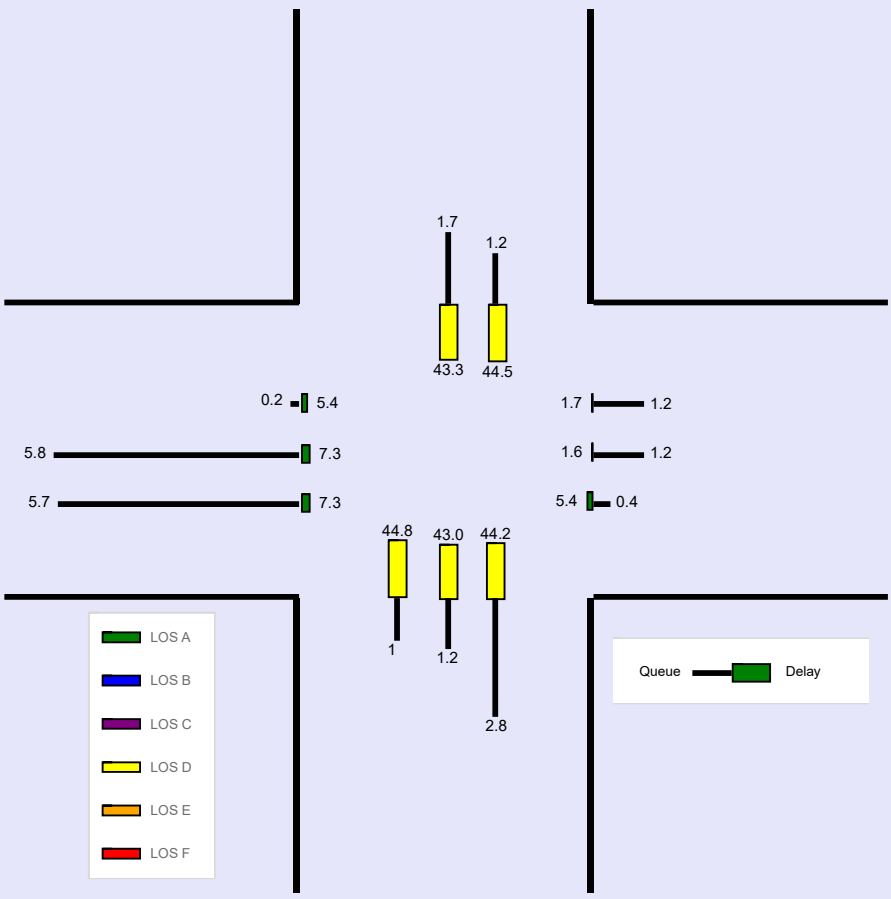


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	577	46	32	588	16	19	24	54	24	31	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	0.9	83.3	19.1	0.0	0.0	1	2	3	4		
Yellow	3.5	0.0	4.5	4.5	0.0	0.0	5	6	7	8		
Red	0.0	0.0	1.5	1.5	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	4.5	145.9	142.5	10.8	30.7	30.5	24.4	30.1	69.4	30.7	41.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.8	5.7	0.4	1.2	1.2	1.0	1.2	2.8	1.2	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00	0.00	0.12	0.00	0.00	0.31	0.00	0.92	0.34	0.00	
Control Delay (*d*), s/veh	5.4	7.3	7.3	5.4	1.6	1.7	44.8	43.0	44.2	44.5	43.3	
Level of Service (LOS)	A	A	A	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	7.3	A		1.8	A		44.0	D		43.8	D	
Intersection Delay, s/veh / LOS	8.8						A					



--- Messages ---

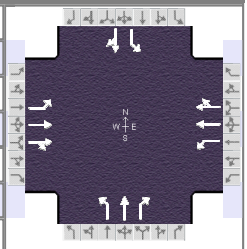
No errors or warnings exist.

--- Comments ---

Copyright © 2023 University of Florida, All Rights Reserved.

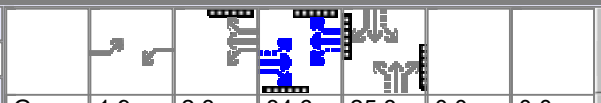
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2022.xus		
Project Description	Eastman				

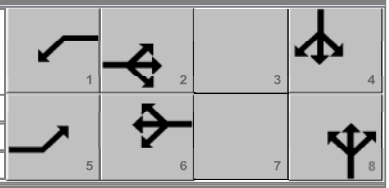


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	591	78	86	748	22	38	47	101	15	39	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	591	78	86	748	22	38	47	101	15	39	5
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	8	0	0	10	2	0	22	2	0	40	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

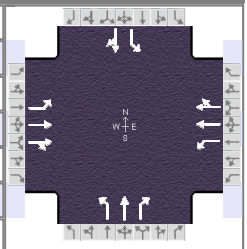
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	13.0	78.0	13.0	78.0		39.0		39.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (*PC*), s		18.0		18.0		23.0		24.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

Copyright © 2023 University of Florida, All Rights Reserved.

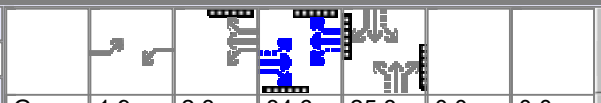
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2022.xus		
Project Description	Eastman				

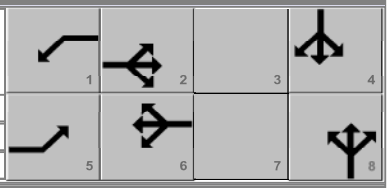


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	591	78	86	748	22	38	47	101	15	39	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	5.4	90.6	7.6	92.9		31.8		31.8
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.6		4.2			9.8		6.1
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.5		0.5
Phase Call Probability	0.62		0.96			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

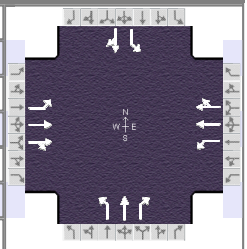
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	27	363	349	91	412	407	40	50	107	16	47	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1819	1810	1900	1877	1306	1900	1535	1336	1846	
Queue Service Time (g_s), s	0.6	10.7	10.8	2.2	11.9	11.9	3.4	2.8	7.8	1.3	2.7	
Cycle Queue Clearance Time (g_c), s	0.6	10.7	10.8	2.2	11.9	11.9	6.1	2.8	7.8	4.1	2.7	
Green Ratio (*g/C*)	0.67	0.65	0.65	0.69	0.67	0.67	0.20	0.20	0.20	0.20	0.20	
Capacity (*c*), veh/h	462	1237	1184	538	1270	1254	287	377	304	291	366	
Volume-to-Capacity Ratio (*X*)	0.058	0.294	0.294	0.170	0.325	0.325	0.141	0.133	0.353	0.055	0.128	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.2	201.7	195.7	36.4	217.5	215.5	50.6	60.5	136.4	19.6	56.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	8.1	7.8	1.5	8.7	8.6	2.0	2.4	5.5	0.8	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	0.40	0.00	0.00	0.63	0.00	1.82	0.22	0.00	
Uniform Delay (d_1), s/veh	7.9	9.8	9.8	7.2	9.1	9.1	45.4	42.9	44.9	44.6	42.9	
Incremental Delay (d_2), s/veh	0.0	0.6	0.6	0.1	0.7	0.7	0.1	0.1	0.3	0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	8.0	10.4	10.4	7.3	9.8	9.8	45.5	43.0	45.2	44.6	42.9	
Level of Service (LOS)	A	B	B	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	10.3	B		9.6	A		44.7	D		43.4	D	
Intersection Delay, s/veh / LOS	14.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.07	B	1.88	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.10	A	1.24	A	0.81	A	0.59	A

Copyright © 2023 University of Florida, All Rights Reserved.

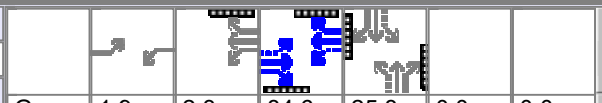
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2022.xus		
Project Description	Eastman				

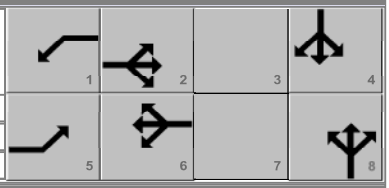


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	591	78	86	748	22	38	47	101	15	39	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



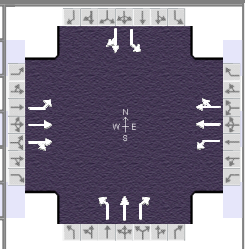
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.727	0.000		0.724	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.957	0.957		0.988	0.988		0.000	0.847		0.972	0.972
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.999			0.999			0.946			0.971		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.994			0.972			0.953			0.939
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3286	433	1810	3669	108	1306	1900	1535	1336	1636	210
Proportion of Vehicles Arriving on Green (P)	0.01	0.65	0.65	0.03	0.67	0.67	0.20	0.20	0.20	0.20	0.20	0.20
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.67	0.65	0.69	0.67		0.20		0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	678	0	750	0		1306		1336
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	84.6	0.0	85.4	0.0		25.8		25.8
Permitted Service Time (g_u), s	72.9	0.0	73.9	0.0		23.1		23.0
Permitted Queue Service Time (g_{ps}), s	0.5		1.6			3.4		1.3
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.083	0.000	0.079	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1301.89	7.92	1336.52	7.16	396.53	41.82	396.53	41.78
Bicycle F_w / F_v	-3.64	0.61	-3.64	0.75	-3.64	0.33	-3.64	0.10

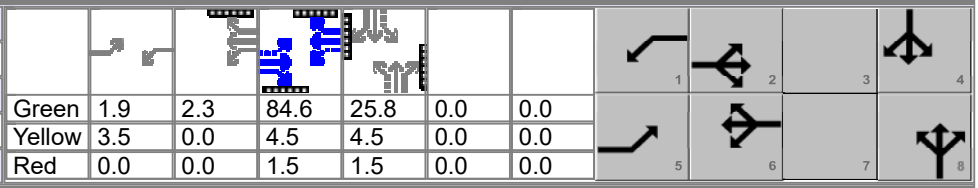
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2022.xus		
Project Description	Eastman				



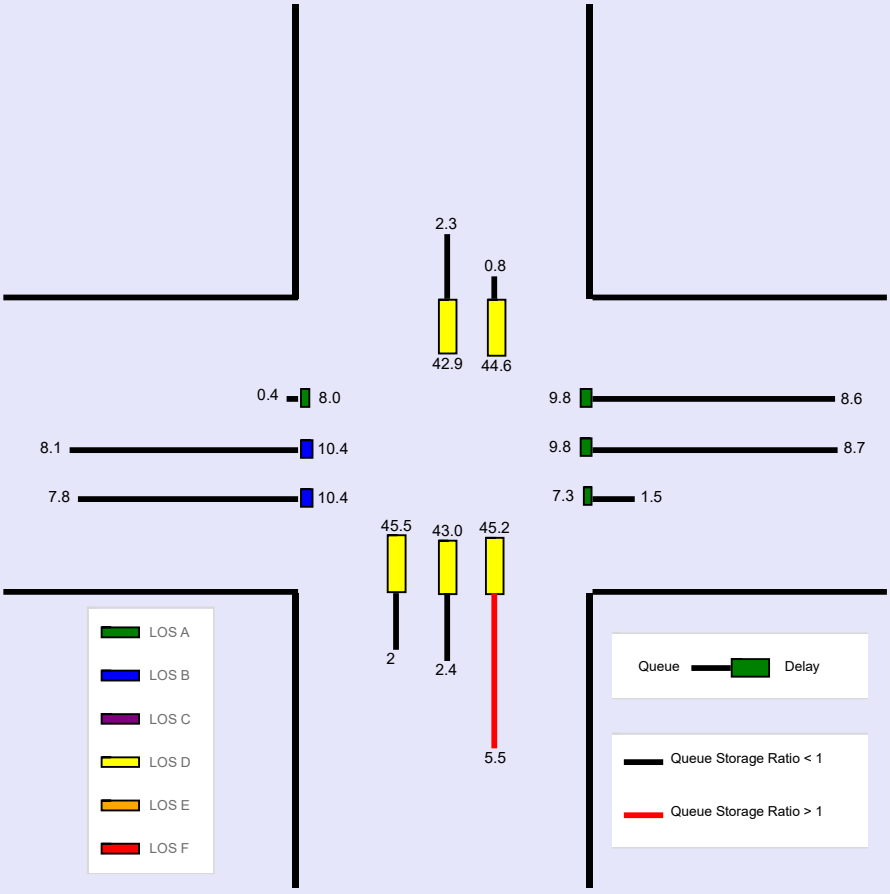
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	591	78	86	748	22	38	47	101	15	39	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	11.2	201.7	195.7	36.4	217.5	215.5	50.6	60.5	136.4	19.6	56.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	8.1	7.8	1.5	8.7	8.6	2.0	2.4	5.5	0.8	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	0.40	0.00	0.00	0.63	0.00	1.82	0.22	0.00	
Control Delay (*d*), s/veh	8.0	10.4	10.4	7.3	9.8	9.8	45.5	43.0	45.2	44.6	42.9	
Level of Service (LOS)	A	B	B	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	10.3	B		9.6	A		44.7	D		43.4	D	
Intersection Delay, s/veh / LOS	14.6						B					



--- Messages ---

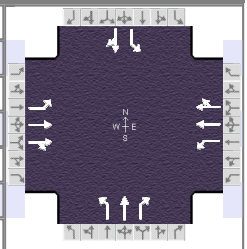
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

Copyright © 2023 University of Florida, All Rights Reserved.

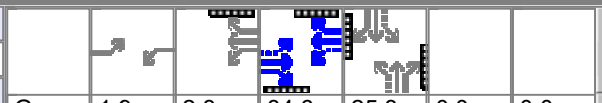
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2028.xus		
Project Description	Eastman				

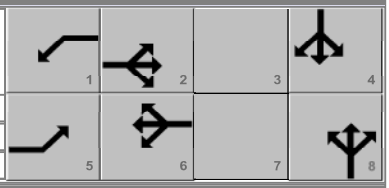


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	600	80	87	769	27	40	48	101	19	40	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	600	80	87	769	27	40	48	101	19	40	5
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0		0	0	0	0	0	
Ped / Bike / RTOR, /h	8	0	0	10	2	0	22	2	0	40	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	4	4	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		92	0		80	0	75	90	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	30	30	30	30	30	30

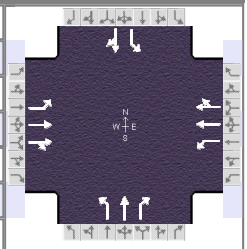
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	13.0	78.0	13.0	78.0		39.0		39.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5		4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5		1.5
Minimum Green (G_{min}), s	3	15	3	15		8		8
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0		2.0		2.0
Recall Mode	Off	Max	Off	Max		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		10.0		10.0		10.0		10.0
Pedestrian Clearance Time (*PC*), s		18.0		18.0		23.0		24.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	8.0	58.0	9.0	8.0	58.0	9.0	8.0	70.0	9.0	8.0	78.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

Copyright © 2023 University of Florida, All Rights Reserved.

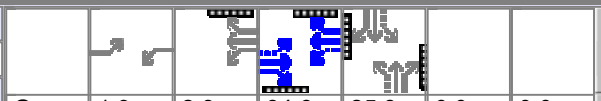
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2028.xus		
Project Description	Eastman				

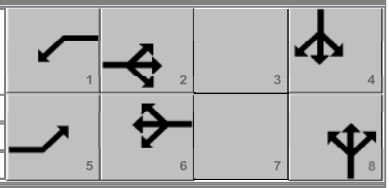


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	600	80	87	769	27	40	48	101	19	40	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	2.3	84.6	25.8	0.0	0.0
Yellow	3.5	0.0	4.5	4.5	0.0	0.0
Red	0.0	0.0	1.5	1.5	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	1.1	4.0		5.0		6.0
Phase Duration, s	5.4	90.6	7.6	92.9		31.8		31.8
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.2	0.0	3.2	0.0		3.3		3.3
Queue Clearance Time (g_s), s	2.6		4.2			9.8		6.5
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.5		0.5
Phase Call Probability	0.62		0.96			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

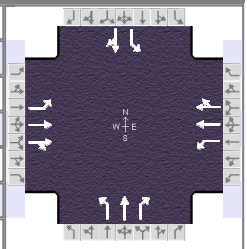
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	27	369	354	93	426	420	43	51	107	20	48	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1818	1810	1900	1873	1305	1900	1535	1335	1847	
Queue Service Time (g_s), s	0.6	11.0	11.0	2.2	4.5	4.5	3.6	2.9	7.8	1.6	2.8	
Cycle Queue Clearance Time (g_c), s	0.6	11.0	11.0	2.2	4.5	4.5	6.4	2.9	7.8	4.5	2.8	
Green Ratio (*g/C*)	0.66	0.65	0.65	0.69	0.67	0.67	0.20	0.20	0.20	0.20	0.20	
Capacity (*c*), veh/h	489	1236	1183	533	1270	1251	286	377	304	291	366	
Volume-to-Capacity Ratio (*X*)	0.054	0.299	0.299	0.174	0.336	0.336	0.149	0.136	0.353	0.070	0.131	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.2	205.5	199.3	36.9	73.4	72.5	53.4	61.8	136.4	24.9	57.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	8.2	8.0	1.5	2.9	2.9	2.1	2.5	5.5	1.0	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	0.40	0.00	0.00	0.67	0.00	1.82	0.28	0.00	
Uniform Delay (d_1), s/veh	7.5	9.8	9.9	7.3	2.6	2.6	45.5	42.9	44.9	44.8	42.9	
Incremental Delay (d_2), s/veh	0.0	0.6	0.6	0.1	0.7	0.7	0.1	0.1	0.3	0.0	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	7.5	10.5	10.5	7.3	3.3	3.3	45.6	43.0	45.2	44.8	42.9	
Level of Service (LOS)	A	B	B	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	10.4	B		3.7	A		44.7	D		43.5	D	
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.07	B	1.88	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.11	A	1.26	A	0.82	A	0.60	A

Copyright © 2023 University of Florida, All Rights Reserved.

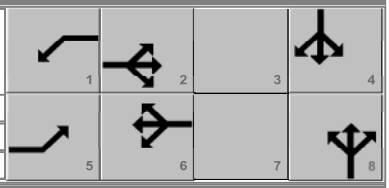
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2028.xus		
Project Description	Eastman				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	600	80	87	769	27	40	48	101	19	40	5

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	Begin	Green	1.9	2.3		84.6	25.8	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0		4.5	4.5	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		1.5	1.5	0.0	0.0					



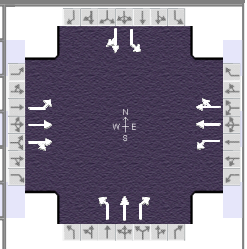
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.726	0.000		0.724	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.957	0.957		0.986	0.986		0.000	0.847		0.972	0.972
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	0.998			0.999			0.946			0.971		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			0.994			0.972			0.953			0.939
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3281	437	1810	3645	128	1305	1900	1535	1335	1642	205
Proportion of Vehicles Arriving on Green (P)	0.01	0.65	0.65	0.03	0.89	0.89	0.20	0.20	0.20	0.20	0.20	0.20
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.04	0.04	0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		6.0		6.0
Green Ratio (g/C)	0.66	0.65	0.69	0.67		0.20		0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	661	0	742	0		1305		1335
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	84.6	0.0	85.4	0.0		25.8		25.8
Permitted Service Time (g_u), s	80.3	0.0	73.6	0.0		23.0		22.9
Permitted Queue Service Time (g_{ps}), s	0.2		1.7			3.6		1.6
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.198	0.000	1.557	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.083	0.000	0.079	0.000	0.150	0.000	0.150
Pedestrian M_{corner} / M_{cw}	0.00	Infinity	0.00	Infinity	0.00	Infinity	0.00	Infinity
Bicycle c_b / d_b	1301.32	7.93	1336.43	7.16	396.62	41.82	396.62	41.78
Bicycle F_w / F_v	-3.64	0.62	-3.64	0.77	-3.64	0.33	-3.64	0.11

HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	Eriksson			Duration, h	0.250
Analyst	AG	Analysis Date	7/22/2022	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak	PHF	0.94
Urban Street	Northwest Highway	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Vail Avenue	File Name	NW and Vail PM 2028.xus		
Project Description	Eastman				

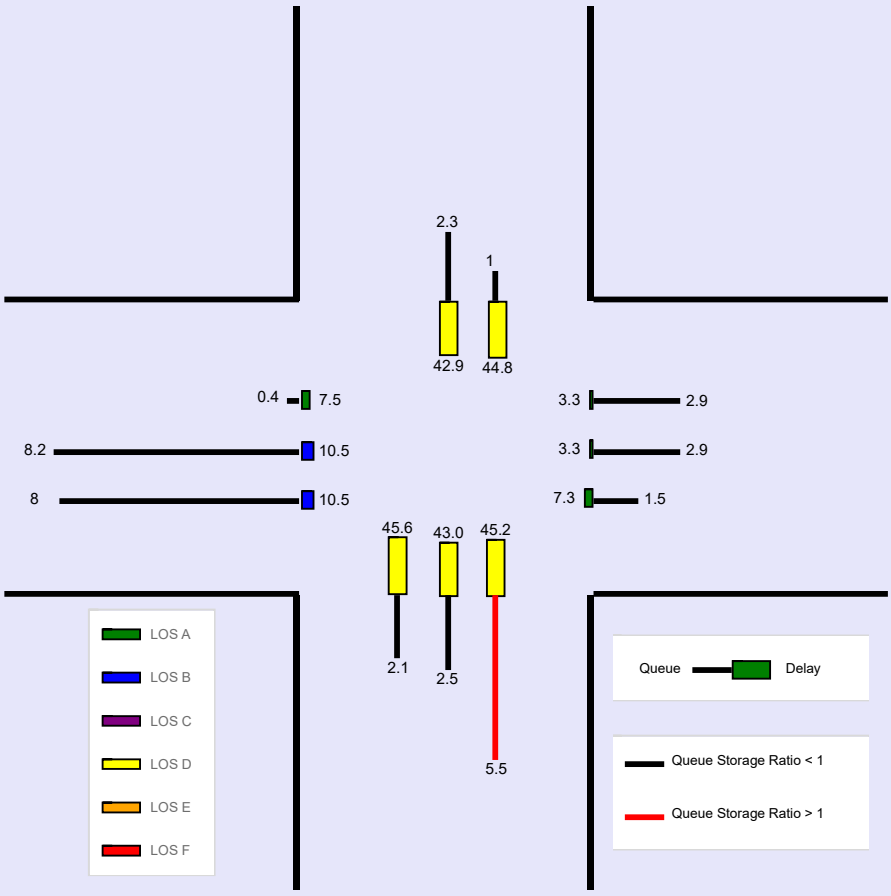


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	600	80	87	769	27	40	48	101	19	40	5

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	2.3	84.6	25.8	0.0	0.0	1	2	3	4		
Yellow	3.5	0.0	4.5	4.5	0.0	0.0	5	6	7	8		
Red	0.0	0.0	1.5	1.5	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	11.2	205.5	199.3	36.9	73.4	72.5	53.4	61.8	136.4	24.9	57.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	8.2	8.0	1.5	2.9	2.9	2.1	2.5	5.5	1.0	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	0.40	0.00	0.00	0.67	0.00	1.82	0.28	0.00	
Control Delay (*d*), s/veh	7.5	10.5	10.5	7.3	3.3	3.3	45.6	43.0	45.2	44.8	42.9	
Level of Service (LOS)	A	B	B	A	A	A	D	D	D	D	D	
Approach Delay, s/veh / LOS	10.4	B		3.7	A		44.7	D		43.5	D	
Intersection Delay, s/veh / LOS	11.9						B					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

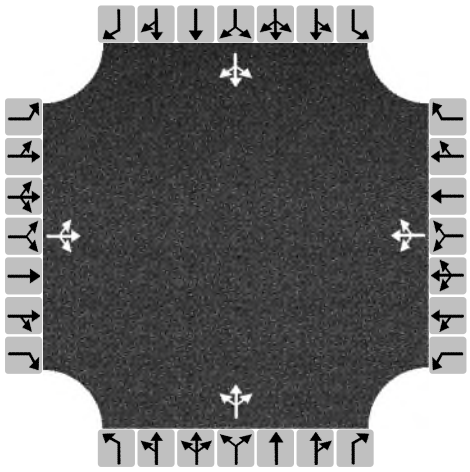
Copyright © 2023 University of Florida, All Rights Reserved.

HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Eastman
Intersection	Vail and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Vail Avenue
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	4	3	2	4	28	13	2	37	12	8	44	2
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	10			52			59			63		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.009			0.047			0.053			0.056		
Final Departure Headway, h_d (s)	4.20			4.05			4.00			4.13		
Final Degree of Utilization, x	0.012			0.059			0.066			0.072		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.20			2.05			2.00			2.13		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	10			52			59			63		
Capacity (veh/h)	857			889			901			871		
95% Queue Length, Q_{95} (veh)	0.0			0.2			0.2			0.2		
Control Delay (s/veh)	7.3			7.3			7.3			7.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.3	A		7.3	A		7.3	A		7.5	A	
Intersection Delay (s/veh) | LOS	7.3						A					

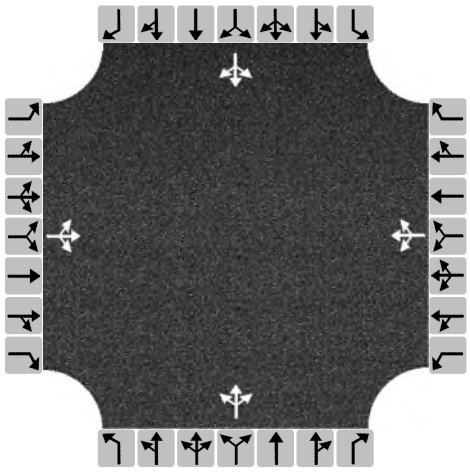
Copyright © 2023 University of Florida. All Rights Reserved.

HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak
Project Description	Eastman
Intersection	Vail and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Vail Avenue
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	17	8	9	4	28	13	3	38	12	8	44	4
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	40			52			62			65		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.035			0.047			0.055			0.058		
Final Departure Headway, h_d (s)	4.20			4.09			4.07			4.18		
Final Degree of Utilization, x	0.046			0.059			0.070			0.076		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.20			2.09			2.07			2.18		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	40			52			62			65		
Capacity (veh/h)	857			880			884			861		
95% Queue Length, Q_{95} (veh)	0.1			0.2			0.2			0.2		
Control Delay (s/veh)	7.4			7.4			7.4			7.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.4	A		7.4	A		7.4	A		7.5	A	
Intersection Delay (s/veh) | LOS	7.4						A					

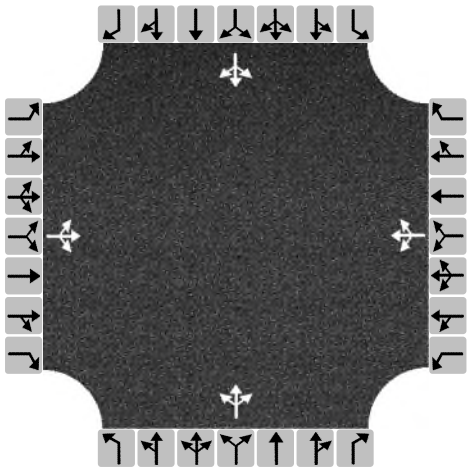
Copyright © 2023 University of Florida. All Rights Reserved.

HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Eastman
Intersection	Vail and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Vail Avenue
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	5	12	1	18	25	2	1	67	26	18	40	4
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	21			52			109			72		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.019			0.047			0.097			0.064		
Final Departure Headway, h_d (s)	4.40			4.40			4.01			4.23		
Final Degree of Utilization, x	0.026			0.064			0.122			0.085		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.40			2.40			2.01			2.23		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	21			52			109			72		
Capacity (veh/h)	818			819			898			852		
95% Queue Length, Q_{95} (veh)	0.1			0.2			0.4			0.3		
Control Delay (s/veh)	7.5			7.7			7.6			7.6		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.5	A		7.7	A		7.6	A		7.6	A	
Intersection Delay (s/veh) | LOS	7.6						A					

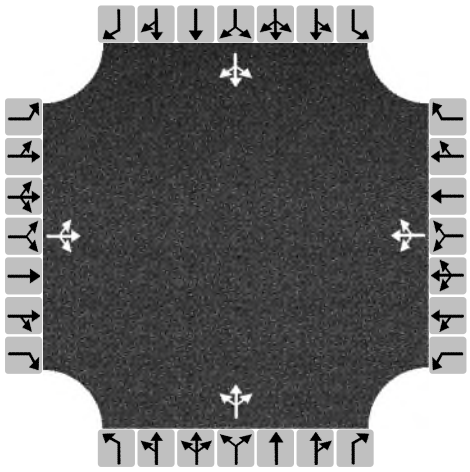
Copyright © 2023 University of Florida. All Rights Reserved.

HCS All-Way Stop Control Report

General and Site Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak
Project Description	Eastman
Intersection	Vail and Eastman
Jurisdiction	Arlington Heights
East/West Street	Eastman Street
North/South Street	Vail Avenue
Peak Hour Factor	0.86

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	13	17	6	18	26	3	7	67	26	21	40	10
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	42			55			116			83		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.037			0.049			0.103			0.073		
Final Departure Headway, h_d (s)	4.40			4.45			4.10			4.24		
Final Degree of Utilization, x	0.051			0.068			0.132			0.097		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.40			2.45			2.10			2.24		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	42			55			116			83		
Capacity (veh/h)	819			809			879			848		
95% Queue Length, Q_{95} (veh)	0.2			0.2			0.5			0.3		
Control Delay (s/veh)	7.6			7.8			7.7			7.7		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.6	A		7.8	A		7.7	A		7.7	A	
Intersection Delay (s/veh) | LOS	7.7						A					

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

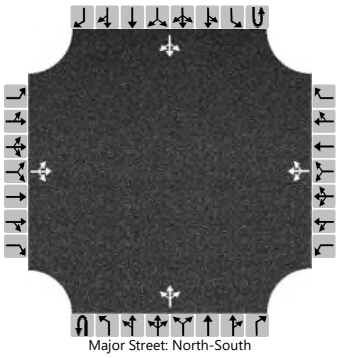
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2022
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Vail and St James
Jurisdiction	Arlington Heights
East/West Street	St James Street
North/South Street	Vail Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	14	4		3	8	1		7	43	3		6	47	4
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			20				13			8				7		
Capacity, c (veh/h)			799				782			1561				1568		
v/c Ratio			0.03				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			9.6				9.7			7.3	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.6				9.7				1.0				0.8			
Approach LOS	A				A				A				A			

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

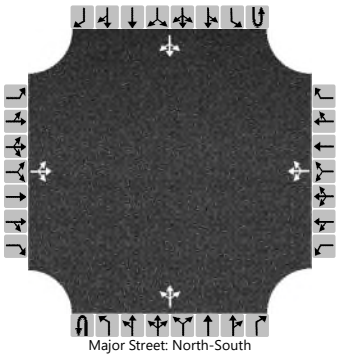
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Vail Avenue and St James Street
Jurisdiction	Arlington Heights
East/West Street	St James Street
North/South Street	Vail Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	7	5		3	8	1		9	48	11		4	48	6
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			13				13			10				4		
Capacity, c (veh/h)			832				771			1556				1549		
v/c Ratio			0.02				0.02			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.1			0.0				0.0		
Control Delay (s/veh)			9.4				9.7			7.3	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.4				9.7				1.0				0.5			
Approach LOS	A				A				A				A			

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

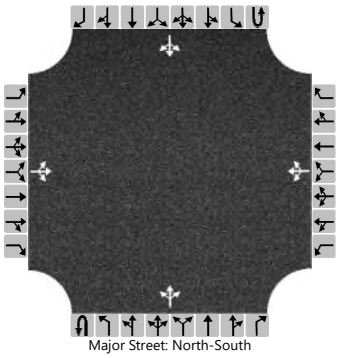
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/1/2023
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Vail and St James
Jurisdiction	Arlington Heights
East/West Street	St James Street
North/South Street	Vail Avenue
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		9	6	7		15	17	2		3	68	3		6	40	5
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				37			3				7		
Capacity, c (veh/h)			839				781			1570				1533		
v/c Ratio			0.03				0.05			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			9.4				9.8			7.3	0.0	0.0		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.4				9.8				0.3				0.9			
Approach LOS	A				A				A				A			

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Way Stop-Control Report

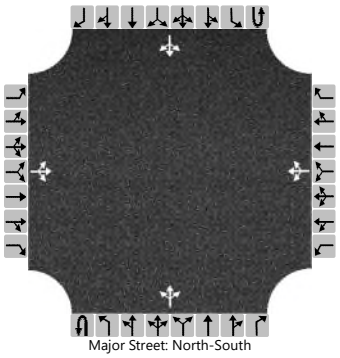
General Information

Analyst	AG
Agency/Co.	Eriksson
Date Performed	7/11/2023
Analysis Year	2028
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Eastman

Site Information

Intersection	Vail and St James
Jurisdiction	Arlington Heights
East/West Street	St James Street
North/South Street	Vail Avenue
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		13	2	4		15	17	2		3	71	9		6	43	5
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21				37			3				7		
Capacity, c (veh/h)			808				770			1547				1502		
v/c Ratio			0.03				0.05			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			9.6				9.9			7.3	0.0	0.0		7.4	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.6				9.9				0.3				0.9			
Approach LOS	A				A				A				A			

Copyright © 2023 University of Florida. All Rights Reserved.

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: **Jorge Torres, Director of Building & Life Safety**

From: **Elliot Eldridge, Assistant Building Official, Building & Life Safety Department**

Subject: **116-120 Eastman – SDC Review**

PC: **23-002**

Date: **August 14, 2023**

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. Approved fire apparatus access roads shall be provided and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

2. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official per IFC 2018 D105.4 Obstructions. Please verify that the submittal meets this requirement.

3. Per IBC 1202.1 General, buildings shall be provided with natural ventilation in accordance with Section 1202.5, or mechanical ventilation in accordance with the International Mechanical Code.

4. Per IBC 1204.1 General, every space intended for human occupancy shall be provided with natural light by means of exterior glazed openings in accordance with Section 1204.2 or shall be provided with artificial light in accordance with Section 1204.3. Please verify that future submittals will meets this requirement.

5. Per IAC, wall-mounted luminaires (Sconces) are limited to four inches in depth when located between 27 inches and 84 inches from the finished floor level of walks, halls, corridors, passageways, or aisles. Please verify that future submittals will meets this requirement.

6. Provide the slope and slip rate coefficient of the walking surfaces surrounding the pool to the surface drains. Please verify that future submittals will include this info.

7. Per IAC, large pools must have two accessible means of entry, with at least one being a pool lift or sloped entry. Please verify that future submittals will meets this requirement.

8. Note: “A transmittal letter detailing all the changes from the initial review will be required for any additional reviews”

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
Round 4

59. The petitioner has not provided a written response to the Round 3 comments. It is assumed that the petitioner's previous response to review comments remains unchanged. The petitioner shall acknowledge that they accept this understanding.

60. With the addition of the tree grates on Eastman Street, the accessible route is less than 4 ft wide and is non-compliant. The fire connection located at the southeast corner of the building also encroaches into the public right-of-way and accessible route. Provide a minimum of 5 ft for the accessible route. Consider installing curb extensions for a bump-out, or widening the sidewalk by shifting the curb to the south to accommodate the tree grates.

61. The accessible parking stalls located in the garage are located further away from the accessible entrance to the elevators and requires residents to cross the drive aisle.

62. The door to the stairwell located at the southeast corner of the building opens into the drive aisle. Consider recessing the door, or provide pavement striping.

63. The architectural plans show a median between the entrance off of Eastman St and the loading zone, however; the engineering plans do not show the median. Clarify if there will be a median between the loading zone and the entrance.

64. Staff is not in favor of the exit only onto Highland Avenue drive aisle west of the building. The alignment would not prevent vehicles from turning north, and could direct vehicles traveling south to be in oncoming traffic. It is recommended to reverse the traffic flow, with vehicles entering off of Highland Avenue drive aisle, and exiting onto Eastman Street.

Michael L. Pagones, P.E. Date 8/16/23
Village Engineer

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

ARLINGTON HEIGHTS MULTI-FAMILY
116-120 W Eastman

Round 1 Review Comments **08/11/2023**

1. **Character of use:**
   The character of use is consistent with the area. It will be necessary to limit access to the grounds, to discourage loitering. The addition of trespass signs is recommended.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard, parking lots, outdoor decks. Landscaping must not create hiding locations and should provide for natural surveillance.

3. **Present traffic problems?**
   There are no traffic problems at this location.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development should not create any additional traffic problems.

6. **General comments:**

Address visibility:

-Directional signage located at the entry to the complex should be utilized, clearly indicating location of management offices and unit numbers.

-Include signage for "No Trespassing," "No Loitering" and/or "No Solicitation."

-Interior and exterior of lobby space should utilize signage and increase visibility of addresses and unit numbers. All lobby spaces, elevator landings, etc. should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the

complex layout that may need emergency services. Lobby areas should be equipped with interior signage indicating building number, floor plans, door numbers, etc.

-For each individual unit within the complex, there should be a prominent address number which is easily visible to approaching motor vehicles, pedestrians, and first responders.

Parking Lot and exterior courtyards:

-Parking could become an issue if a larger percentage of residents, than expected have vehicles. Emergency telephones should be installed in the parking area for added safety.

- Pedestrian access should be a priority for this project due to the size of the multi-family complex as well as its proximity to other similar multi-family complexes. Signage should be used whenever possible to increase access control. Avoid forcing pedestrians to cross the paths of the cars whenever possible. When such encounters are unavoidable, the design should create a safe passage for persons to move along until they come to a marked crosswalk.

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility.

-Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet.

-Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also deter those intending to conduct criminal/nuisance activity. Exterior lighting should to be activated by sensor, timer or motion depending on the need and location.

-The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

-CCTV is an essential part of CPTED and is highly recommended in a parking garage as large as the one proposed for this project. Signage indicating the use of video surveillance and monitoring is also highly recommended in conjunction with CCTV.

Trash enclosures:

-Locking trash enclosures is recommended to discourage foraging. Additionally, the trash enclosure provides a place of concealment for criminal activity if trash areas are not properly secured.

-Should be monitored 24/7 by CCTV and contain clearly visible signage indicating the use of security cameras.

Additional Resident Storage Space:

-Are additional storage spaces for residents included in the plans for this project? If yes, storage facilities should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

Emergency Contact Information:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

A. O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

583

Supervisor's Signature

Planning & Community Development Dept. Review

August 17, 2023

REVIEW ROUND 4

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-002

73. Based upon the revised plans, the following approvals are required.:
    a) Planned Unit Development to allow a 136-unit multi-family residential development.
    b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
    c) Conceptual Special Use Permit approval for a restaurant on the subject property.
    d) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.
    e) A variation from Chapter 28, Section 10.2-8, to allow a 22.1' wide drive aisle where code requires a minimum of 24' in width.

74. The previous review comments that have yet to be resolved are still applicable. Should approval of this project be recommended, conditions of approval will still apply relative to usage/elements within the outdoor deck, allocation and usage of the garage parking spaces, provision of a final construction staging plan that is acceptable to the Village, modifications to the streetscape improvements and the provision of complaint ADA access, encroachment of the FDC connection, potential site circulation issues, operation of the garage warning system, etc. Please acknowledge this understanding or provide additional details outlining how these items have been resolved or how the revised plans no longer generate concerns in these areas.

75. Residential parking has been reduced from 1.34 spaces per unit to 1.23 spaces per unit and from 1.22 spaces per bedroom to 1.06 spaces per bedroom. Where will residential guests park? Will any spaces in the garage be reserved/allocated for residential guests? Provide an updated parking management plan detailing how ownership will manage the residential parking to ensure no negative impacts with overflow parking. The plan must be detailed and shall outline where employees of the commercial spaces will park, employees of the residential uses will park, commercial patrons, residential guests, how access to the garage will work for residents and guests, how garage parking will function (assigned or open for all? Included in every lease or only available with an additional charge?), how spaces will be allocated to each unit, which units will be eligible for two parking spaces, the maximum number of spaces that can be leased per unit, etc.

76. The civil, landscape, and architectural plans have not been fully coordinated. Inconsistencies exist in the areas around the bike room/stair-1/pump room, the generator room, and the garage entrance. Please revise accordingly.

77. Provide a revised preliminary construction staging plan. Where feasible, construction trailers and material storage areas shall be located onsite.

78. Section 10.6-2 of the Zoning Code requires that all loading zones have 14' of vertical clearance. Please verify the vertical clearance of the loading zone door as it does not appear to conform to this requirement.

79. A stair tower extending up to 87' in height is now shown on the plans. Why is this element now necessary? Previous iterations of this project did not include a stair tower overrun.

80. Please provide a response to the four hardship criteria relative to the variation required for the 22' wide drive aisle.

81. Once a new date with the Plan Commission has been determined, new public hearing notification signage must be placed on the site and public hearing notification letters will need to be sent out.

82. Please provide a summary of the Aug. 6th meeting that was held with HANA.

83. The label and description of fixture F04 on the photometric plan do not match. Please revise the plans to clearly show the type and power of the proposed fixture. You're encouraged to utilize one of the less intense/less powerful versions of the fixture. Additionally, the photometric plan incorrectly identifies the manufacturer of F05. It is also encouraged that the 10-watt version of fixture F02 be utilized.

Prepared by:

Eastman Development
116-120 W. Eastman Street
PC #23-002
August 16, 2023

Landscaping

Public Property

1. Along Eastman, please substitute the proposed Maples for a more suitable species.

Private Property

1. Provide a shade tree within the landscape island at the corner of St. James Street and Highland Avenue.
2. In addition to the ornamental trees and shrubs along St. James Street, please provide a mix of perennials.
3. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: **Jorge Torres, Director of Building & Life Safety**

From: **Elliot Eldridge, Assistant Building Official, Building & Life Safety Department**

Subject: **116-120 Eastman – SDC Review**

PC: **23-002**

Date: **August 14, 2023**

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. Approved fire apparatus access roads shall be provided and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

   Response: We have designed the project to comply

2. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official per IFC 2018 D105.4 Obstructions. Please verify that the submittal meets this requirement.

   Response: We will comply with this requirement

3. Per IBC 1202.1 General, buildings shall be provided with natural ventilation in accordance with Section 1202.5, or mechanical ventilation in accordance with the International Mechanical Code.

   Response: The building will comply with this requirement

4. Per IBC 1204.1 General, every space intended for human occupancy shall be provided with natural light by means of exterior glazed openings in accordance with Section 1204.2 or shall be provided with artificial light in accordance with Section 1204.3. Please verify that future submittals will meets this requirement.

   Response: The floor and unit plans comply with this requirement

5. Per IAC, wall-mounted luminaires (Sconces) are limited to four inches in depth when located between 27 inches and 84 inches from the finished floor level of walks, halls, corridors, passageways, or aisles. Please verify that future submittals will meets this requirement.

   Response: The building permit plans will show compliance with this requirement.

6. Provide the slope and slip rate coefficient of the walking surfaces surrounding the pool to the surface drains. Please verify that future submittals will include this info.

   Response: The slopes and slip rate coefficient will be shown on permit plans.

7. Per IAC, large pools must have two accessible means of entry, with at least one being a pool lift or sloped entry. Please verify that future submittals will meets this requirement.

   Response: We need confirmation that our pool is considered a large pool requiring this provision

8. Note: “A transmittal letter detailing all the changes from the initial review will be required for any additional reviews”

PLAN COMMISSION PC #23-002
MYLO Residential
116-120 W Eastman St
Round 4

59. The petitioner has not provided a written response to the Round 3 comments. It is assumed that the petitioner's previous response to review comments remains unchanged. The petitioner shall acknowledge that they accept this understanding.

Response: We have provided a written response to Round 3 comments

60. With the addition of the tree grates on Eastman Street, the accessible route is less than 4 ft wide and is non-compliant. The fire connection located at the southeast corner of the building also encroaches into the public right-of-way and accessible route. Provide a minimum of 5 ft for the accessible route. Consider installing curb extensions for a bump-out, or widening the sidewalk by shifting the curb to the south to accommodate the tree grates.

Response: Tree grates have been shifted to provide a 5 ft accessible route.

61. The accessible parking stalls located in the garage are located further away from the accessible entrance to the elevators and requires residents to cross the drive aisle.

Response: The accessible parking spaces are located where they can be accommodated.

62. The door to the stairwell located at the southeast corner of the building opens into the drive aisle. Consider recessing the door, or provide pavement striping.

Response: We added pavement striping to that door.

63. The architectural plans show a median between the entrance off of Eastman St and the loading zone, however; the engineering plans do not show the median. Clarify if there will be a median between the loading zone and the entrance.

Response: We will co-ordinate between all plans

64. Staff is not in favor of the exit only onto Highland Avenue drive aisle west of the building. The alignment would not prevent vehicles from turning north, and could direct vehicles traveling south to be in oncoming traffic. It is recommended to reverse the traffic flow, with vehicles entering off of Highland Avenue drive aisle, and exiting onto Eastman Street.

Response: : The original plan had a full access driveway serving the inbound and outbound movements to the parking garage. With input from the neighbors, the inbound access was move to Eastman Street and the outbound exit drive was restricted to left turns out to go southbound to Eastman Street or Northwest Highway. The goal of these changes was to reduce vehicular noise and activity on the west side of the building and to eliminate garage traffic's headlights from pointing north toward the houses. Reversing the driveway to an inbound right-only will substantially increase the vehicle lights pointing north toward the houses.

The design of the left-out out only drive is at an angle with a minimal radius at the junction of the drive and Highland Avenue which makes is difficult to turn into the northbound lane. To help reinforce the proper turning path to the southbound lane of Highland Avenue, a skip-dash radial line could be added directing exiting traffic into the southbound lane. Also, directional arrows and a centerline striping could be added on Highland Avenue to further show that this is a two-way street.

Michael L. Pagones, P.E. Date
Village Engineer

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

ARLINGTON HEIGHTS MULTI-FAMILY
116-120 W Eastman

Round 1 Review Comments **08/11/2023**

1. Character of use:
The character of use is consistent with the area. It will be necessary to limit access to the grounds, to discourage loitering. The addition of trespass signs is recommended.

Response We do not understand this comment. The only 'grounds' is the arcade along Highland and that provides access to guest parking space.

2. Are lighting requirements adequate?
Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard, parking lots, outdoor decks. Landscaping must not create hiding locations and should provide for natural surveillance.

Response: A final lighting plan will be provided at the time permits are submitted.

3. Present traffic problems?
There are no traffic problems at this location.

Response: We agree

4. Traffic accidents at particular location?
This is not a problem area in relation to traffic accidents.

Response: We agree

5. Traffic problems that may be created by the development.
This development should not create any additional traffic problems.

Response: We agree

6. General comments:

Address visibility:

-Directional signage located at the entry to the complex should be utilized, clearly indicating location of management offices and unit numbers.

Response: We will provide examples and locations of signage at the time permits are submitted.

-Include signage for “No Trespassing,” “No Loitering” and/or “No Solicitation.”

Response: We will work with Village staff as to what signage will be required

-Interior and exterior of lobby space should utilize signage and increase visibility of addresses and unit numbers. All lobby spaces, elevator landings, etc. should prominently/adequately display floor plans. This is essential for first responders as well as persons unfamiliar with the complex layout that may need emergency services. Lobby areas should be equipped with interior signage indicating building number, floor plans, door numbers, etc.

Response: A sign plan will be submitted at the time permits are submitted.

-For each individual unit within the complex, there should be a prominent address number which is easily visible to approaching motor vehicles, pedestrians, and first responders.

Response: There is only one address for the building which is shown on the elevation along Eastman.

Parking Lot and exterior courtyards:

- Parking could become an issue if a larger percentage of residents, than expected have vehicles. Emergency telephones should be installed in the parking area for added safety.

Response: Parking ratios will be addressed by a separate response; Emergency telephones will be provide.

- Pedestrian access should be a priority for this project due to the size of the multi-family complex as well as its proximity to other similar multi-family complexes. Signage should be used whenever possible to increase access control. Avoid forcing pedestrians to cross the paths of the cars whenever possible. When such encounters are unavoidable, the design should create a safe passage for persons to move along until they come to a marked crosswalk.

Response; The site plan and entrance locations respond to these concerns.

- CPTED recommends one means of entry and exit for all vehicles. The less entrances there are, the easier it is to control the users and uses of the facility.

Response: The entrance to the garage is on Eastman; the exit from the garage is on Highland

-Plantings higher than 3 feet should not be placed within 10 to 15 feet of entrances to prevent hiding spots, and mature trees should be pruned to 8 feet.

Response: We will comply

-Lighting is an important aspect of CPTED. Lighting increases the amount and quality of natural surveillance. If people cannot see the activity, they cannot report the activity. Lighting can also

deter those intending to conduct criminal/nuisance activity. Exterior lighting should to be activated by sensor, timer or motion depending on the need and location.

Response: A lighting plan has been submitted

-The height of the light fixtures makes a difference in the ability of pedestrians to see past the shadows caused by the cars and other obstructions naturally occurring in parking lots. Typical light poles are 30 to 45 feet high and cast a wide swath of lighting, but they create deep shadows between cars. Pedestrian-level lighting in the 12- to-14-foot range casts light that will go through the glass of cars and reflect off the cars; that can dramatically reduce shadows and dark spots.

Response: There are no outdoor parking lots except for spaces along Highland so tall lighting fixtures are not appropriate.

-CCTV is an essential part of CPTED and is highly recommended in a parking garage as large as the one proposed for this project. Signage indicating the use of video surveillance and monitoring is also highly recommended in conjunction with CCTV.

Response: We will investigate the possibility of providing for a CCTV system. The issue is who would monitor the cameras.

Trash enclosures:

-Locking trash enclosures is recommended to discourage foraging. Additionally, the trash enclosure provides a place of concealment for criminal activity if trash areas are not properly secured.

Response: Trash enclosures are internal to the building so no foraging will be possible

-Should be monitored 24/7 by CCTV and contain clearly visible signage indicating the use of security cameras.

Response; See above

Additional Resident Storage Space:

-Are additional storage spaces for residents included in the plans for this project? If yes, storage facilities should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

Response: There are no residential storage facilities.

Emergency Contact Information:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

Response: This will be provided after construction of the building is completed.

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Supervisor's Signature

Planning & Community Development Dept. Review

August 17, 2023

REVIEW ROUND 4

Project: 116-120 W. Eastman Development
116-120 W. Eastman Street

Case Number: PC 23-0027

73. Based upon the revised plans, the following approvals are required.:

a) Planned Unit Development to allow a 136-unit multi-family residential development.
b) Land Use Variation to allow a predominately multi-family residential development in the B-5 District.
c) Conceptual Special Use Permit approval for a restaurant on the subject property.
d) A variation from Chapter 28, Section 6.1-5.1, to allow tandem parking stalls.
e) A variation from Chapter 28, Section 10.2-8, to allow a 22.1' wide drive aisle where code requires a minimum of 24' in width.

Response: We agree that these approvals are required.

74. The previous review comments that have yet to be resolved are still applicable. Should approval of this project be recommended, conditions of approval will still apply relative to usage/elements within the outdoor deck, allocation and usage of the garage parking spaces, provision of a final construction staging plan that is acceptable to the Village, modifications to the streetscape improvements and the provision of complaint ADA access, encroachment of the FDC connection, potential site circulation issues, operation of the garage warning system, etc. Please acknowledge this understanding or provide additional details outlining how these items have been resolved or how the revised plans no longer generate concerns in these areas.

Response: All of the required responses have been submitted with our prior submittal or will be updated with this submission.

75. Residential parking has been reduced from 1.34 spaces per unit to 1.23 spaces per unit and from 1.22 spaces per bedroom to 1.06 spaces per bedroom. Where will residential guests park? Will any spaces in the garage be reserved/allocated for residential guests? Provide an updated parking management plan detailing how ownership will manage the residential parking to ensure no negative impacts with overflow parking. The plan must be detailed and shall outline where employees of the commercial spaces will park, employees of the residential uses will park, commercial patrons, residential guests, how access to the garage will work for residents and guests, how garage parking will function (assigned or open for all? Included in every lease or only available with an additional charge?), how spaces will be allocated to each unit, which units will be eligible for two parking spaces, the maximum number of spaces that can be leased per unit, etc.

Response: The proposed residential parking garage has 167 parking spaces which provides 1.23 spaces per unit or 1.06 spacers per bedroom. Many sources of data was reviewed and supported the proposed residential parking supply. The Village Zoning Code requires less parking, 142 spaces, than what is proposed. Arlington Heights census data shows that the parking demand is less than 0.76 vehicles per bedroom or 120 spaces.

National and local data on apartment parking representing 41 apartment developments with an aggregate total of 10,872 units was also reviewed. This data showed that the overall parking demand is less than one vehicle per bedroom and only one site of the 41 exceeded 1.06 vehicles per bedroom (1.11). Parking demand per

bedroom correlates better with the residential population that generates parking than the per unit calculation. More bedroom per unit results in more people resulting in more parking per unit. The proposed development only has 18 2-bedroom units or 13% of the total unit mix.

76. The civil, landscape, and architectural plans have not been fully coordinated. Inconsistencies exist in the areas around the bike room/stair-1/pump room, the generator room, and the garage entrance. Please revise accordingly.

Response: The various plans have been revised to be consistent.

77. Provide a revised preliminary construction staging plan. Where feasible, construction trailers and material storage areas shall be located onsite.

Response: A revised construction staging plan will be submitted

78. Section 10.6-2 of the Zoning Code requires that all loading zones have 14' of vertical clearance. Please verify the vertical clearance of the loading zone door as it does not appear to conform to this requirement.

Response: The loading dock door height was increased to 14'-0"

79. A stair tower extending up to 87' in height is now shown on the plans. Why is this element now necessary? Previous iterations of this project did not include a stair tower overrun.

Response: A prior comment noted the requirement for a stair overrun above the roof. This submittal complies with this prior requirement. We still meet the height limitations.

80. Please provide a response to the four hardship criteria relative to the variation required for the 22' wide drive aisle.

The 22 ft. drive aisle is the maximum aisle width that can be achieved adjacent to the lower level elevators without reducing the total parking count. As we continue to discuss we are working to provide as many parking spaces within the building as will fit. We have already reduced the unit count and reconfigured the building so as to address the single family homes across St. James. The site width limits how wide the drive aisles can be and still provide sufficient parking.

The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property:
Our site is across St. James from a lower density district and within the B5 district. The width of the drive aisle is compatible with the limited use of the lower level parking spaces and was needed to be reduced to maintain parking.

The plight of the owner is due to unique circumstances, which may include length of time the subject property was been vacant as zoned:
The existing buildings on the property have outlived their usefulness and in fact provide a negative effect on the neighborhood across St. James. The site itself, even with utilizing a portion of Highland cannot accommodate the needed parking with 24ft. drive aisles.

The propose variation is in harmony with the spirit and intent of this Chapter:
We are providing significantly more parking than what is required under the code based on our proposed number of units. Our view is that the Code would rather have the developer provide this additional parking with a slightly drive aisle than to eliminate parking with a 2 ft. wider drive aisle.

The variance requested is the minimum variance necessary to allow for the reasonable use of the property:
We have significantly reduced the residential density in order to provide for a building that the community can accept. Our proposal is the most reasonable use of the property which will replace the old buildings currently located on the Property.

Once a new date with the Plan Commission has been determined, new public hearing notification signage must be placed on the site and public hearing notification letters will need to be sent out.

Response: New notice will be posted and sent once the date is known

82. Please provide a summary of the Aug. 6th meeting that was held with HANA.

Response: Many of the members supported the changes to the building. A few members are still seeking a more traditional building which we cannot agree to. At the DRC meeting a very vocal neighbor located directly across St. James congratulated us on the design changes.

83. The label and description of fixture F04 on the photometric plan do not match. Please revise the plans to clearly show the type and power of the proposed fixture. You're encouraged to utilize one of the less intense/less powerful versions of the fixture. Additionally, the photometric plan incorrectly identifies the manufacturer of F05. It is also encouraged that the 10-watt version of fixture F02 be utilized.

Response; This will be shown on permit plans.

Prepared by: _____

Eastman Development
116-120 W. Eastman Street
PC #23-002
August 16, 2023

Landscaping

Public Property

1. Along Eastman, please substitute the proposed Maples for a more suitable species.

   Response: The proposed maples along Eastman have been substituted for ginkgoes.

Private Property

1. Provide a shade tree within the landscape island at the corner of St. James Street and Highland Avenue

   Response: A shade tree has been added to the landscape island.

   In addition to the ornamental trees and shrubs along St. James Street, please provide a mix of perennials.

   Response: The proposed landscaping along St James St now includes a mix of perennials.

2. A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

   Response: This requirement will be complied with